
CITY COUNCIL AGENDA ITEM

TO: Mayor & City Council **DATE:** July 11, 2013

FROM: John McDonough, City Manager

AGENDA ITEM: **201201766 (DRI)** - 4550, 4558, 4586, 4616 Roswell Road,
Applicant: JLB Partners, to rezone from A-1 (Apartment District) to
MIX (Mixed Use District) to allow a mixed-use development
(residential, office, and commercial), with a use permit and
concurrent variances

MEETING DATE: For Submission onto the July 16, 2013, City Council Regular
Meeting Agenda

BACKGROUND INFORMATION: (Attach additional pages if necessary)

See attached:

Memorandum
Rezoning Petition

APPROVAL BY CITY MANAGER:  APPROVED

PLACED ON AGENDA FOR: 7/16/2013

CITY ATTORNEY APPROVAL REQUIRED: () YES () NO

CITY ATTORNEY APPROVAL: 

REMARKS:



To: John McDonough, City Manager

From: Angela Parker, Director of Community Development 

Date: July 2, 2013 for submission onto the July 16, 2013 City Council meeting

Agenda Item: **201201766 4550, 4558, 4586, & 4616 Roswell Road** a request to rezone the subject property from A-1 (Apartment Dwelling District) to MIX (Mixed Use District) with a use permit to exceed the district height, with a concurrent variance to allow 630 apartments, 90,000 square feet of retail/commercial/ restaurant and 30,000 feet of office.

Department of Community Development Recommendation:

APPROVAL CONDITIONAL of a request to rezone the subject property from A-1 (Apartment Dwelling District) to MIX (Mixed Use District) with a use permit to exceed the district height, with a concurrent variance to allow 630 apartments, 90,000 square feet of retail/commercial/ restaurant and 30,000 feet of office.

Background:

The subject site is located in the west side of Roswell Road. The properties are currently zoned A-1 (Apartment Dwelling District). The property contains approximately 21.246 acres.

Existing			
	Versailles	Chastain	Total
Acres	13.23	8.02	21.246
Units	264	172	436
Density	19.95 units/ac	21.45 units/ac	20.52 units/ac
Bedrooms			812

Proposed			
	Residential	Retail/Commercial	Office
Units/Sqft	630	90,000	30,000
Density	29.65	4,236.10	1,412.03
Height	6 stories	1 or 2 stories	1 or 2 stories
Bedrooms	849 (65% 1 BR and 35% 2BR)		

Discussion:

The petition was heard at the June 20, 2013 Planning Commission meeting. The Commission **recommended approval** (3-2, Porter, Tart, Nickels for; Maziar and Squire against; Frostbaum absent; Duncan not voting) with staff's conditions as amended:

1. No more than one (1) drive through on the property
2. No more than 630 apartment units
3. All restaurants on property shall provide a minimum of 10 spaces per 1,000 square feet.
4. No tandem vehicles access is permitted from West Wieuca Road.

The applicant reduced the proposed number of apartment units from 700 to 630, changing the density from 32.95 to 29.65 units an acre.



Rezoning Petition No. 201201766

HEARING & MEETING DATES

Community Zoning Information Meeting	Design Review Board Meeting	Community Developer Resolution Meeting	Planning Commission Hearing	Mayor and City Council Hearing
September 25, 2012	September 25, 2012 April 23, 2013 May 14, 2013	October 25, 2012 April 25, 2013	May 16, 2013 June 20, 2013	June 18, 2013 July 16, 2013

APPLICANT/PETITIONER INFORMATION

Property Owners	Petitioner	Representative
Roswell Windsor LTD.	JLB Partners	Nathan V. Hendricks

PROPERTY INFORMATION

Address, Land Lot, and District	4550, 4558, 4586, & 4616 Roswell Road Land Lot 94, District 17
Council District	6
Frontage:	Approximately 965 feet.
Area:	21.246 acres
	A-1 (Apartment Dwelling District) developed with the Chastain Apartments and Versailles Apartment complexes.

Existing Zoning and Use

	Versailles	Chastain	Total
Acres	13.23	8.02	21.246
Units	264	172	436
Density	19.95 units/ac	21.45 units/ac	20.52 units/ac
Bedrooms			812

Overlay District	Suburban District
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2027 Comprehensive Future Land Use Map Designation	Live Work -Neighborhood (LWN), Node: 1 Windsor Parkway
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MIX (Mixed Use District)

Proposed Zoning

	Residential	Retail/Commercial/ Restaurant	Office
Units/Sqft	630	90,000	30,000
Density	29.65 units/ac	4,236.10	1,412.03
Height	6 stories	1 or 2 stories	1 or 2 stories
Bedrooms	849 (65% 1 BR and 35% 2BR)		

INTENT

To rezone the subject property A-1 (Apartment Dwelling District) to MIX (Mixed Use District) with a use permit to exceed the district height, to allow 630 apartments, 90,000 square feet of retail/commercial/ restaurant and 30,000 feet of office.

Additionally, the applicant is requesting three (3) concurrent variances from the Zoning Ordinance and Stream Buffer Protection Ordinance as follows:

1. Variance from Section 109-225.a 2 of the Stream Buffer Protection Ordinance to reduce the twenty-five (25) foot impervious surface setback to seventeen (17) feet to allow for the construction of a retaining wall.
2. Variance from Section 33.26.H.1 to allow a second monument sign along the Roswell Road frontage.
3. Variance from section 18.2.1 to reduce the required parking from 1,563 to 1,524, a reduction of 39 parking spaces.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

201201766 – APPROVAL CONDITIONAL
201201766 Use Permit – APPROVAL CONDITIONAL
201201766 Variance #1- APPROVAL CONDITIONAL
201201766 Variance #2- APPROVAL CONDITIONAL
201201766 Variance #3- APPROVAL CONDITIONAL

DESIGN REVIEW BOARD RECOMMENDATION

Recommendation for Approval (4-0, Ealick-Anderson, Bartlett, Landeck, and Roberts; Lichtenstein and Richard absent; Mobley not voting.) subject to the following conditions: 1) The exterior design of the apartments are more similar to the retail component of the complex. 2) Phase I height of the apartments closest to the residences be four (4) stories and the Phase II height of the apartments closest to the residences be five (5) stories. 3) Maintenance of the landscape is the responsibility of the developer and extends from the residential to the commercial components of the development.

PLANNING COMMISSION RECOMMENDATION

Recommend Deferral (6-0, Frostbaum, Nickels, Squire, Maziar, Porter and Tart for; Duncan not voting) to the June 20, 2013 Planning Commission meeting, to allow the applicant time to work with the neighbors.

MAYOR AND CITY COUNCIL ACTION

The application was heard at the June 18, 2013 Mayor and City Council Meeting. The Council Deferred the case to the June 20, 2013 Planning Commission meeting and the July 16, 2013 Mayor and City Council Meeting.

The applicant has revised the parking calculation to include 18,000 square feet of restaurant into the parking calculation. The required parking for the commercial component of the project is 549 spaces the applicant is proposing 510 spaces, a difference of 39 spaces. The total parking reduction for the site is 1,563 to 1,524.

PLANNING COMMISSION RECOMMENDATION

The petition was heard at the June 20, 2013 Planning Commission meeting. The Commission recommended **approval** (3-2, Porter, Tart, Nickels for; Maziar and Squire against; Duncan not voting) with staff's conditions as amended:

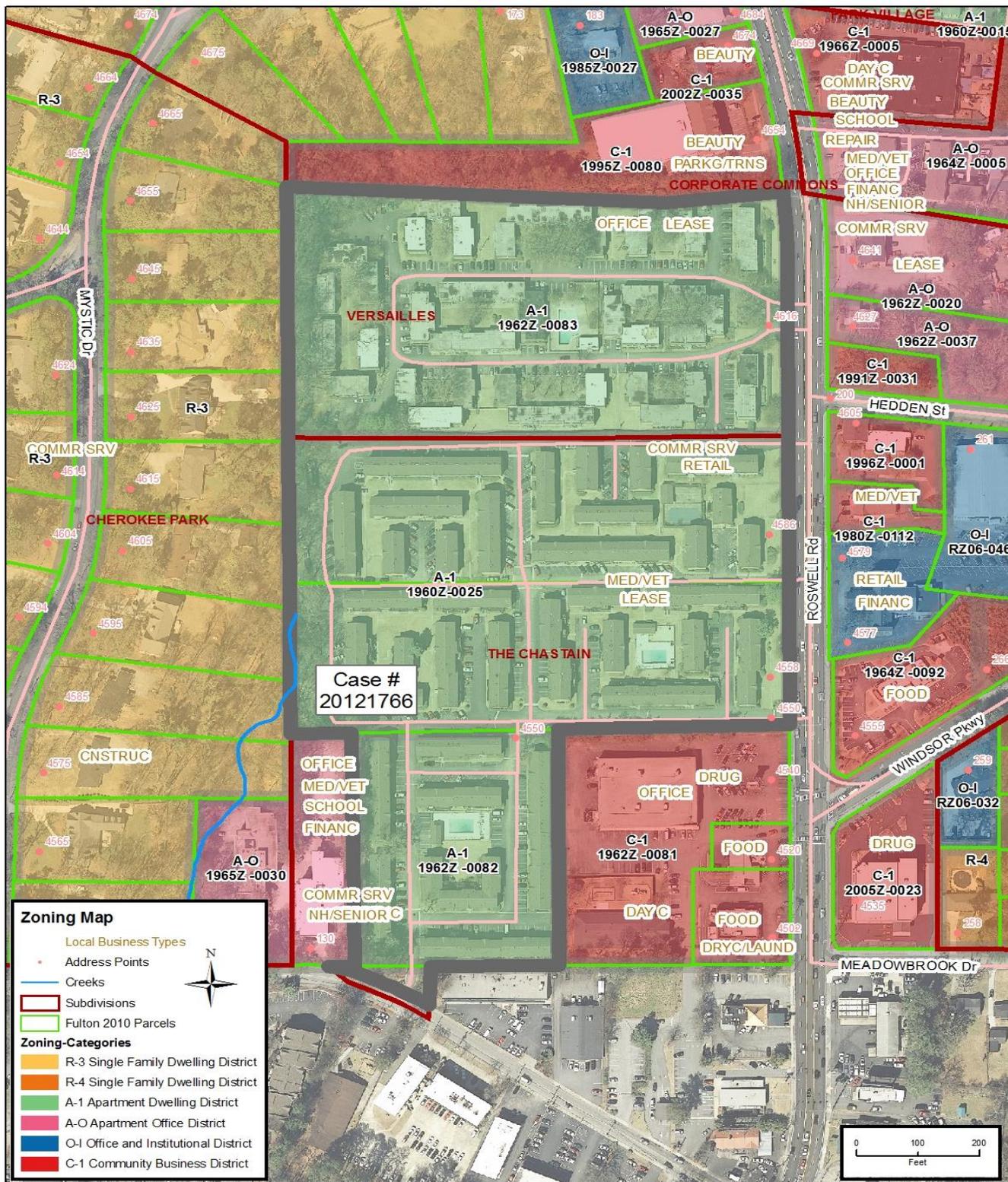
1. No more than one (1) drive through on the property
2. No more than 630 apartment units
3. All restaurants on property shall provide a minimum of 10 spaces per 1,000 square feet.
4. No tandem vehicles access is permitted from West Wieuca Road.

EXISTING LAND USE AND ZONING OF ABUTTING PROPERTY					
SUBJECT PETITION 201201766	Requested Zoning	Proposed Use	Land Area (Acres)	Square Footage/ Units	Density (Square Footage per Acre)
	MIX	Apartments, Retail, Restaurant and Office	21.246	630 Units 90,000 Retail/Restaurant 30,000 Office	29.65 units/ac 4,236.10 sf/ac 1,412.03 sf/ac

Location in relation to subject property	Zoning	Use	Land Area (Acres)	Square Footage/ units	Density (Square Feet or Units Per Acre)
North	C-1 Z95-0080	4654 Roswell Road Self Storage	2.39	122,224±	±51,139.75 s.f./ac
East	C-1 Z64-0092	4555 Roswell Road Popeye's	0.77	4,000 s.f.	5,195 s.f./ac
East	O-I RZ12-007	4579 Roswell Road Funeral Home Art/Auction Gallery	2.07	22,500	10,869 s.f./ac
South	C-1 Z62-0081	4540 Roswell Road Rite Aid	2.87	23,082	±8,042.50 sf/ac
West	R-3	4585, 4595, 4605, 4615, 4625, 4635, 4645, 4655 Mystic Drive Single Family Homes	7.6798	8	±1.042 units/ac

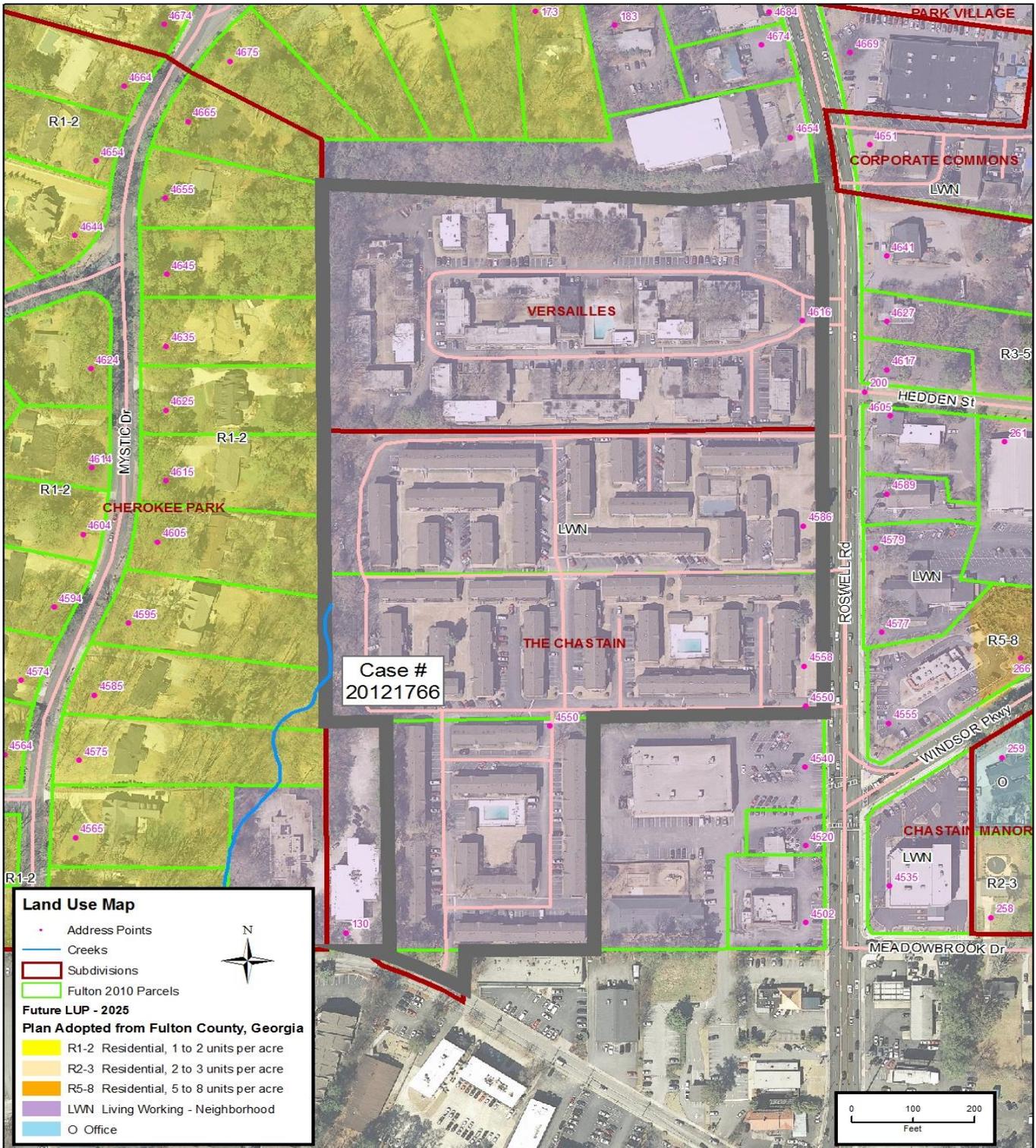
Zoning Map

4586 and 4616 Roswell Road



Future Land Use Map

4586 and 4616 Roswell Road



ZONING IMPACT ANALYSIS

The applicants intent is to rezone the subject property A-1 (Apartment Dwelling District) to MIX (Mixed Use District) with a use permit to exceed the district height.

	Residential	Retail/Commercial/Restaurant	Office
Units/Sqft	630	90,000	30,000
Density	29.65	4,236.10	1,412.03
Height	6 stories	1 or 2 stories	1 or 2 stories
Bedrooms	849 (65% 1 BR and 35% 2 BR)		

Per Article 28.4.1, *Zoning Impact Analysis by the Planning Commission and the Department*, the staff shall make a written record of its investigation and recommendation on each rezoning petition with respect to the following factors:

A. *Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property.*

Finding: The staff is of the opinion that the proposed use is suitable in view of the use and development of adjacent and nearby property. The adjacent uses are as follows: Self Storage (north), Veterinary Clinic, Art/Auction Gallery/ Funeral Home, and a Restaurant (East), Retail (south) and Single Family Residential (west). The proposed development would be replacing the two 1960 era apartment complexes. The retail/office components of the mixed use development are proposed to be located along Roswell Road and the apartments are proposed along the west property line providing transition to the adjacent single family neighborhood.

B. *Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property.*

Finding: The staff is of the opinion that the proposal will not adversely affect the use of the adjacent or nearby properties. The properties to the north, east and south are all commercial properties. The residential neighborhood to the west will be adjacent to the apartment component of the proposed development. The site is currently developed with apartments. In addition, the existing buildings are approximately twenty-five (25) feet from the property line with no buffer. The proposed apartments are approximately one hundred (100) feet from the property line with a fifty (50) foot buffer and a ten (10) foot improvement setback. The applicant has provided cross sections and a balloon test on the site to show the amount of screening provided. In addition to the minimum requirements of the zoning ordinance, staff has included the following conditions regarding lighting:

- All exterior lighting attached to the westerly and northerly building facades directly abutting and/or visible to single family residential properties shall be attached at no level above the first floor and shall be shielded so that the light source is not visible from the adjacent residences and is directed downward.
- All lighting along the westerly driveway (from West Wieuca Road to the entrance to the most northerly multi-family building) and any other lighting placed between the most westerly buildings and the westerly property line shall be at a height which can be screened by the zoning buffer and tributary buffer, as determined by the City Arborist, and be shielded so the light source is not visible from any residential properties.
- All parking lot lighting shall be shielded so that the light source is not visible from any residential property.

C. *Whether the property to be affected by the zoning proposal may have reasonable economic use as currently zoned.*

Finding: The staff is of the opinion that the subject property has a reasonable economic use as currently zoned. The property is currently developed with two older apartment complexes containing a total of 436 units.

D. Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools.

Finding: The staff is of the opinion that the proposal will not cause an excessive or burdensome use of the existing infrastructure if transportation improvements are implemented. The application was reviewed by the Georgia Regional Transportation Authority (GRTA) and the Atlanta Regional Commission (ARC). Both organizations approved the project with requirements related to transportation improvements. The recommended conditions address the project improvements defined as per Attachment A – General Conditions, of the GRTA notice of decision. The realignment of the Roswell Road at Windsor Parkway intersection, a system improvement that has been in City Plans for a number of years, is also required as a part of the GRTA improvements. The existing site does not have a stormwater management system and encroaches into the state stream buffer. The proposed development will be required to install a stormwater management system and will be removing 5,500 square feet of impervious surface of existing stream buffer encroachment. The Fulton County School Board report is attached.

E. Whether the zoning proposal is in conformity with the policies and intent of the land use plan.

Finding: The staff is of the opinion that the proposed use is consistent with the intent of the future land use plan, but the proposal is not consistent with the designation of Live Work Neighborhood (LWN), Node 1: Windsor Parkway. The applicant is requesting a density of 29.65 units/acre, which exceeds the Node 1 recommendations. However, the existing developed density of 20.52 units per acre also exceeds the Plan recommended density of 5 units per acre. The Comprehensive Plan includes guidelines and policies for the Windsor Parkway Node that provide for density and height bonuses beyond the recommendations of the Comprehensive Plan. The Windsor Parkway Guidelines and Policies section of the plan is incorporated in the bullets below the table. Additionally, other plan policies that staff considered in developing the recommendation for this proposal are also listed.

Existing Density	Proposed Density	Comprehensive Plan
Residential – 20.52 units/ac Height- 2 stories	Commercial/ Restaurant- 4,236.10 sqft/ac Office- 1,412.03sqft/ac Residential – 29.65 units/ac Height- 6 stories	LWN (Node 1) Commercial -10,000 sqft/ac or less Residential – 5 units/ac or less Height- 2 stories

The project is consistent with the following polices set forth in the comprehensive plan:

- **Node 1**
 - Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties comprising 5 or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objectives of the Comprehensive Plan. Such goals may include, but not be limited to:
 - Providing significant green space that exceeds the minimums established in Table 1.6.
 - The elimination of multiple curb cuts along Roswell Road.
 - The use of more neighborhood-scale architecture and design in accordance with new urbanism principles.
- The corresponding zoning for Live Work Neighborhood is MIX zoning classification.
- Provide incentives and bonuses for additional density and/or height for the redevelopment of obsolete commercial areas along the Roswell Road corridor.
- Redevelopment areas in Sandy Springs should be pedestrian and transit friendly.
- During rezoning and development application review, carefully address the interface between protected neighborhoods and commercial areas, especially within the Roswell Road corridor.
- When a rezoning or use permit proposal is received in a transitional area, the proposal should carefully regulate through conditions, the building height, building placement, intensities, densities, location of parking, placement of accessory uses, buffers, tree protection, landscaping, exterior lighting, site

amenities and other site planning features to be compatible with protected neighborhoods. "Compatible" means that the characteristics of different land uses or activities located near each other are in harmony and without conflict.

- A variety of housing types, including multi-family should be permitted in transit-oriented live-work areas.
- Place higher-density housing near commercial centers, transit lines and parks, to enable more walking, biking and transit.
- Parking requirements for transit-oriented developments should be less than those required for conventional development not served by transit.
- Shared parking arrangements and reduction of on-site parking requirements should be encouraged in mixed-use developments.
- Provide for incentives in support of mixed-use redevelopment in live-work areas. The following list includes actions which have been identified as qualifying for incentives:
 - Installation of street grid segments.
 - Construction of sidewalks, bicycle and greenway paths exceeding minimum required standards.
 - Green space in an amount exceeding minimum required live-work area standards.
 - Reduction of surface parking.
 - Compliance with Main Street Architectural requirements outside the Main Street Zone.
 - Installation of sidewalks, street trees and pedestrian lights on internal drives.
 - Assemblage of multiple, smaller properties.
 - Reduction of curb cuts on Roswell Road.
 - Connection of single family neighborhoods to nearby businesses through sidewalks and bicycle paths.
- Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties comprising 5 or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objectives of the Comprehensive Plan. Such goals may include, but not be limited to:
 - Providing significant green space that exceeds the minimums established in Table 1.5.
 - The elimination of multiple curb cuts along Roswell Road.
 - The use of more neighborhood-scale architecture and design in accordance with new urbanism principles.
- Urban Residential
 - Redevelopment of obsolete complexes is considered desirable, in order to improve neighborhood conditions.
 - Land uses other than multi-family are unlikely, although institutional and recreational facilities serving the developments may exist or be permitted. Redevelopment of urban residential may properly integrate neighborhood-serving retail and services uses
- The vision also includes refurbishment and redevelopment of multi-family complexes for higher quality residences, at greater density and height than provided in existing complexes.
- Living Working Categories
 - Within these areas, there must be an appropriate transition of land uses, height and density/intensity at the edges abutting protected neighborhoods. Such areas should be planned with connections to adjacent properties where compatible, and to serve surrounding neighborhoods.
 - Some areas are designated this category in order to encourage the redevelopment of underutilized commercial, office and residential areas and to reshape sprawling commercial corridors into a more compact, mixed use, pedestrian-oriented environment.
- Policies Regarding Housing Mix
- Rezoning for new, freestanding apartments is discouraged. This policy does not preclude the replacement of existing multi-family units.
- Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
- The redevelopment of apartment complexes to condominiums and mixtures of housing types, including detached, single-family starter homes where feasible, is encouraged.

F. *Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.*

Finding: The staff is of the opinion that there are no existing or changing conditions affecting the use and development of the property, which give supporting grounds for approval or denial of the applicant's proposal.

G. *Whether the zoning proposal will permit a use which can be considered environmentally adverse to the natural resources, environment and citizens of Sandy Springs.*

Finding: The staff is of the opinion that the proposal would not permit a use which could be considered environmentally adverse to the natural resources, environment, or citizens of Sandy Springs. The existing site does not have a stormwater management system, encroachments into the stream buffer, and has very little green space. The proposal will be required to meet all current City Codes including, but not limited to stormwater management system, replanting of required buffers, landscape strips, interparcel access to eliminate curb cuts, and streetscape. Additionally, the encroachments into the stream buffer will be reduced.

VARIANCE CONSIDERATIONS

The applicant is requesting three (3) concurrent variances as outlined below.

1. **Variance from Section 109-225.a 2 of the Stream Buffer Protection Ordinance to reduce the twenty-five (25) foot impervious surface setback to Seventeen (17) feet to allow for the construction of a retaining wall.**

The applicant has indicated that the variances being requested will be in harmony with the policy and intent of the Sandy Springs Stream Buffer Protection Ordinance and not result in any harm to the health, safety and welfare of the general. Section 109.225 of the Sandy Springs Stream Buffer Protection Ordinance provides the following:

Sec. 109-225. Land development requirements.

(b) *Variance procedures.* Variances from subsection (a) of this section may be granted in accordance with the following provisions:

(3) Variances will be considered only in the following cases:

a. *When a property's shape, topography or other physical conditions existing at the time of the adoption of the ordinance from which this article is derived prevents land development unless a buffer variance is granted.*

Finding:

The property's shape, topography, and physical conditions existed at the time of the adoption of the ordinance. Staff notes the stream buffer covers approximately 1/8th of the property. The parcel slopes from northeast to southwest towards the stream. The site has a change in elevation of forty-four (44) feet. The existing site has 5,600 square feet encroaching within the stream buffer and the proposed encroachment of the retaining wall will be 100 square feet. Reduction of the encroachment would not be possible without this variance. Based on these reasons, staff is of the opinion this condition has been satisfied.

b. *Unusual circumstances when strict adherence to the minimal buffer requirements in this article would create an extreme hardship.*

Finding:

Staff notes the stream buffer covers approximately 1/8th of the property. An extreme hardship is presented when strict adherence to the minimal buffer requirement is followed. The proposal will reduce the amount of impervious surface in the stream buffer by 5,500 square feet. The location of the retaining wall will stabilize the area adjacent to the internal driveway. Based on these reasons, staff is of the opinion this condition has been satisfied.

(5) The following factors will be considered in determining whether to issue a variance:

a. The shape, size, topography, slope, soils, vegetation and other physical characteristics of the property;

Finding:

The property is rectangular in shape. The parcel slopes from northeast to southwest towards the stream. The site has a change in elevation of forty-four (44) feet. The existing site has a 5,600 square foot encroachment of asphalt parking located in the stream buffer. The applicant is proposing to remove the all pavement from the stream buffer and re-plant to buffer standards. Staff is of the opinion that the property does exhibit extraordinary and exceptional conditions related to its size, shape, or topography.

b. The locations of all streams on the property, including along property boundaries;

Finding:

All streams on the property have been identified on the site plan. The stream is located on the south west portion of the property and flows from northeast to southwest towards the City of Atlanta.

c. The location and extent of the proposed buffer or setback intrusion;

Findings:

The location of the retaining wall located in the twenty-five (25) foot impervious setback has been identified on the plans. The retaining wall will reduce the impervious setback from 25 feet to 17 feet.

d. Whether alternative designs are possible which require less intrusion or no intrusion;

Findings:

Alternative designs have been discussed with the staff regarding the proposed building location. Therefore, staff is of the opinion this condition has been satisfied.

e. The long-term and construction water quality impacts of the proposed variance;

Findings:

The applicant will be required to use Best Management Practice (BMP) during the construction of the house. The City will monitor the sites BMPs.

f. Whether issuance of the variance is at least as protective of natural resources and the environment.

Findings:

Staff is of the opinion that issuance of the variance is more protective of the natural resources and environment than the existing site condition.

2. Variance from Section 33.26.H.1 to allow a second monument sign along the Roswell Road frontage

The applicant has indicated that the variances being requested will be in harmony with the policy and intent of the Sign Ordinance and not result in any harm to the health, safety and welfare of the general.

The standards which shall be considered for granting a variance from the standards of this Article shall be only the following:

Section 33.12.D. Standards

The topography of the lot on which the sign is located or to be located renders it impossible to comport with the strict standards of this Article.

Findings:

The property slopes eight (8) feet from the north entrance to the south entrance along Roswell Road even though the topography does not make it impossible to comport with the ordinance, the 965 feet of frontage will make

directing people into the site difficult without a sign at both entrances. Problems with way finding at the entrance of the site could potentially cause traffic issues along Roswell Road. Therefore, based on this reason the staff is of the opinion this standard has been satisfied.

The natural features of the lot on which the sign is located or to be located, or of the land immediately adjacent to the lot, impairs the visibility of the sign such that it cannot be seen.

Findings:

The natural features of the lot would impact visibility of the sign from the adjoining DOT right-of-way. The property frontage is 965 feet along Roswell Road. The distance between the 2 entrances is approximately 400 feet. The distance could create a way finding issue on the site directing people to only one entrance with the potential to create a traffic issue along Roswell Road. Therefore, based on this reason the staff is of the opinion this standard has been satisfied.

3. Variance from section 18.2.1 to reduce the required parking from 1,563 to 1,524 a reduction of 39 parking spaces.

Article 22 of the Zoning Ordinance indicates the following are considerations in granting variances, of which only one has to be proven:

1. *Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of the Zoning Ordinance; or,*
2. *The application of the particular provision of the Zoning Ordinance to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or,*

*Staff is of the opinion that the request to reduce the required number of parking spaces from 1,563 to 1,524 is in harmony with the intent of the Zoning Ordinance and would not cause a detriment to the public. The applicant has provided a parking study to support the reduction in parking. The request for the reduction in parking is also due to the additional green space and landscaping being proposed on the site. Therefore, based on these reasons, the staff recommends **APPROVAL** of this variance request.*

USE PERMIT CONSIDERATIONS

The applicant is requesting a use permit to exceed the district height from sixty (60) feet to eight-four (84) feet for residential building phase II.

Per Article 19.2.4, *Use Permit Considerations*, the City Council shall consider each of the following:

- A. *Whether the proposed use is consistent with the Comprehensive Land Use Plan and/or Economic Development Revitalization plans adopted by the City Council;*

Finding The staff is of the opinion that the proposed use is consistent with the intent of the future land use plan, but the proposal is not consistent with the property designation of Live Work Neighborhood (LWN), Node 1: Windsor Parkway. The applicant is requesting a density of 29.65 units/acre, which exceeds the Node 1 recommendations. However, the existing density of 20.52 units/acre also exceeds the recommended 5 unit/acre. The commercial and office components meet the recommendations of the plan. The applicant is requesting a use permit to exceed the district required sixty (60) foot height limit to allow eight-four (84) feet. The applicant has provided cross sections and conducted a balloon test on the site to potential view from the single family residence to the west. The buildings will be located approximately one hundred (100) feet from the property line and a fifty (50) foot buffer and ten (10) foot improvement setback will be required. The policies in the Comprehensive Plan allow for height bonuses for apartment redevelopment when additional green space is provided. Staff finds that the apartments should transition more appropriately in to the neighborhood and should be limited to four (4) stories on the exterior of all buildings adjacent to the single family residential properties along the west property line and five stories

on the exterior of all building adjacent to nonresidential uses along the west property line. This finding is based on the plan recommendation of 20% green space and open space for Live-Work Regional level developments. The applicant is proposing 24% green space and open space. The following policies are set forth in the Comprehensive Plan regarding height:

- **Node 1: Windsor Parkway**

- Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties comprising 5 or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objectives of the Comprehensive Plan. Such goals may include, but not be limited to:
 - Providing significant green space that exceeds the minimums established in Table 1.5.
 - The elimination of multiple curb cuts along Roswell Road.
 - The use of more neighborhood-scale architecture and design in accordance with new urbanism principles.
- When a rezoning or use permit proposal is received in a transitional area, the proposal should carefully regulate through conditions, the building height, building placement, intensities, densities, location of parking, placement of accessory uses, buffers, tree protection, landscaping, exterior lighting, site amenities and other site planning features to be compatible with protected neighborhoods. “Compatible” means that the characteristics of different land uses or activities located near each other are in harmony and without conflict.
- Place higher-density housing near commercial centers, transit lines and parks, to enable more walking, biking and transit.
- The vision also includes refurbishment and redevelopment of multi-family complexes for higher quality residences, at greater density and height than provided in existing complexes.
- Living Working Categories
 - Within these areas, there must be an appropriate transition of land uses, height and density/intensity at the edges abutting protected neighborhoods. Such areas should be planned with connections to adjacent properties where compatible, and to serve surrounding neighborhoods.

B. Compatibility with land uses and zoning districts in the vicinity of the property for which the Use Permit is proposed;

Finding: The staff is of the opinion the proposed use is compatible with the land uses and zoning districts within the vicinity of the property.

C. Whether the proposed use may violate local, state and/or federal statutes, ordinances or regulations governing land development;

Finding: The staff is of the opinion the proposed uses would not violate any local, state, and/or federal statutes, ordinances, or regulations.

D. The effect of the proposed use on traffic flow, vehicular and pedestrian, along adjoining streets;

Finding: The staff is of the opinion that the proposal will not result in a use that will cause an excessive or burdensome use of the existing infrastructure if transportation improvements are implemented. The application was reviewed by the Georgia Regional Transportation Authority (GRTA) and the Atlanta Regional Commission (ARC). Both organizations approved of the project with requirements related to transportation. The recommended conditions address the project improvements defined as per Attachment A – General Conditions, of the GRTA notice of decision. The realignment of the Roswell Road at Windsor Parkway intersection, a system improvement that has been in City Plans for a number of years, is also required as a part of the GRTA improvements.

E. The location and number of off-street parking spaces;

Finding: The *Basic Off-street Parking Requirements* for the facility are as follows:

The total parking required is 1,563 spaces and the applicant is providing 1,524 spaces. The applicant is seeking a variance for the reduction in parking. The site currently meets the parking requirements for the residential portion of the property. However, the commercial component requires 549 spaces and the applicant is proposing 510 spaces, a reduction of 39 spaces.

F. The amount and location of open space;

Finding: The site currently has very little open space. The applicant is proposing 24% green space and open space which is above the required 20% of live work regional category. The comprehensive plan allows for height and density bonuses when significant green/open space is provided.

G. Protective screening;

Finding: The site currently has very little protective screening. The applicant is required to provide a fifty (50) foot buffer and ten (10) foot improvement setback along the west property line. The buffer will be replanted to buffer standards subject to the Arborist's approval. In addition to the fifty (50) foot buffer and ten (10) foot improvement setback, the applicant will also be removing the existing pavement from the buffer area and re-planting the seventy-five (75) foot stream buffer in the south west portion of the property.

H. Hours and manner of operation;

Finding: The standard/typical hours and manner of operation would be consistent with other mixed use development.

I. Outdoor lighting; and

Finding: In addition to the minimum requirements of the zoning ordinance, staff has included the following conditions regarding lighting:

- All exterior lighting attached to the westerly and northerly building facades directly abutting and/or visible to single family residential properties shall be attached at no level above the first floor and shall be shielded so that the light source is not visible from the adjacent residences and is directed downward.
- All lighting along the westerly driveway (from West Wieuca Road to the entrance to the most northerly multi-family building) and any other lighting placed between the most westerly buildings and the westerly property line shall be at a height which can be screened by the zoning buffer and tributary buffer, as determined by the City Arborist, and be shielded so the light source is not visible from any residential properties.
- All parking lot lighting shall be shielded so that the light source is not visible from any residential property.

J. Ingress and egress to the property.

Finding: The property will have two ingress and egress points on Roswell Road and one (1) in the City of Atlanta on West Wieuca Road. The property will also, be require have interparcel access.

DEPARTMENT COMMENTS

The staff held a Focus Meeting with Transportation, Building and Permitting, Fire, Code Enforcement, Site Development, and the Arborist on April 9, 2013 at which the following departments had comments. The staff has received additional comments from the Fulton County Board of Education and Fulton County Department of Water Resources (see attachments).

Transportation Planner

- Applicant shall dedicate 55 feet of right-of-way along from centerline entire property frontage of Roswell Road or a one-foot from back of sidewalk, whichever is greater.
- Property frontage is within the COSS suburban overlay. Pedestrian street lights and trees shall be located behind the sidewalk.
- If private streets are proposed, streets shall comply with public street standards of the Development Ordinance, Section 103-70.
- Proposed western-most interparcel access easement shall be aligned to provide direct two-direction driveway access to east-west center drive.
- Proposed driveways shall meet City of Sandy Springs requirements for sight distance per the Development Ordinance, Section 103-77. Monument signs shall be placed outside of proposed right-of-way and out of corner sight triangles. Northern driveway shall exit into southbound Roswell Road through lane not into the deceleration lane for southern driveway. It appears that the primary, southern driveway centerline does not align with concept plan. Further coordination with public works is required.
- Applicant will need separate driveway permit from the City of Atlanta for the West Wieuca Road entrance.
- Site shall provide direct pedestrian paths to all site arrival points from both Roswell Road/SR 9 and West Wieuca Road. Pedestrian access shall be direct from MARTA bus stops.
- Development shall provide a minimum of one bicycle parking space for every 20 automobile spaces.
- Incorporation of conditions from the Georgia Regional Transportation Authority (GRTA) Development of Regional Impact (DRI) # 2290: Chastain Mixed Use Transportation Analysis.
- Capital Improvement Program (CIP) T-0019 is along the property frontage.

- Development shall comply with the Georgia Stormwater Management Manual Stormwater Runoff Quality Standard by providing practices that treat the *water quality volume* by infiltration and/or evapotranspiration

Georgia Department of Transportation

- There are no GDOT requirements that need to be addressed at this time.

PUBLIC INVOLVEMENT

Public Comments (Letters are provide in file)

Opposition

- Density/ bad precedence
- Building height too high/ don't exceed 4 stories
- Increase in traffic
- Scale to neighborhood
- Thru road to West Wieuca
- Lack of amenities
- Lack of a common gathering place
- Cars in complex (existing/ proposed)
- Transition

- Lighting
- Parking/ no parking variance
- Fencing/division between properties
- Noise
- Policing trash /maintenance
- Buffering
- West Wieuca currently over taxed
- Cut through traffic (Franklin, Hedden, Jolyn, etc.)
- Traffic calming devices needed on cut through streets
- Congestion on Roswell Road
- Relocation of Windsor Pkwy for the benefits this project/ tax money being used
- Will market support 700 apartments
- Work with Rite Aid to obtain the property
- Fair compensation for property taking
- Don't wave impact fees
- Don't go over 60/40 split of renters/owners
- Lower density to reduce the number of lanes
- Pervious pavers
- Pull grocery store closer to Roswell Road
- Reduce apartments to 550
- Breakdown of realignment cost
- Turn lane is restricting access to office building on West Wieuca
- Reduction of property values
- Parking on side streets
- Develop townhomes
- Will Auction House still be able to operate

CONCLUSION TO FINDINGS

It is the opinion of staff that the proposal is in conformity with the intent of the Comprehensive Plan Policies. While the proposal does call for a residential density and height that is higher than recommended, the Plan clearly contemplates density and/or height bonuses above the plan density designation for the Windsor Parkway Node. The redevelopment of two older apartment complexes into a mixed use development that includes higher quality residences is, in staff's opinion, consistent with policies and intent of the Comprehensive Plan. Staff's recommendations regarding building, height, buffers lighting and seek to address the impact of the proposed project on the residential properties to the west. Therefore, based on these reasons, the staff recommends **APPROVAL CONDITIONAL** of the Rezoning and Use Permit petition and associated concurrent variances.

STAFF RECOMMENDED CONDITIONS

Should the Mayor and City Council decide to rezone the subject property from A-1 (Apartment Dwelling District) to MIX (Mixed Use District), the staff recommends the approval be subject to the following conditions. The applicant's agreement to these conditions would not change staff recommendations. These conditions shall prevail unless otherwise stipulated by the Mayor and City Council.

1. To the owner's agreement to restrict the use of the subject property as follows:
 - a. Office and associated accessory uses at a maximum density of 1,412.03 gross square feet per acre or 30,000 gross square feet, whichever is less.
 - b. Retail/Restaurant and associated accessory uses at a maximum density of 4,236.10 gross square feet per acre or 90,000 gross square feet, whichever is less.
 - c. No more than 630 residential units at a maximum density of 29.65 units per acre, whichever is less.
 - d. The maximum building height shall be four (4) stories on the exterior of all residential buildings adjacent to single family residential properties along the west property line or 60 feet, whichever is less, for the residential building for Phase I and five (5) stories on the exterior of all buildings adjacent to nonresidential uses along the west property line, whichever is less, for the residential building for Phase 2 as shown on the site plan dated received June 20, 2013. (Use permit 201201766)
2. To the owner's agreement to abide by the following:
 - a. To the site plan received by the Department of Community Development on June 20, 2013. Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Ordinance, the Development Standards contained therein, and these conditions prior to the approval of any Land Disturbance Permit. In the event the Recommended Conditions of Zoning cause the approved site plan to be substantially different, the applicant shall be required to complete the concept review procedure prior to application for a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy.
3. To the owner's agreement to provide the following site development standards:
 - a. All project improvements required by Georgia Regional Transportation Authority (GRTA) and outlined in the Notice of Decision dated January 30, 2013, except for West Wieuca at Driveway 3 (Construction of an eastbound left-turn lane along West Wieuca Road), shall be completed prior to the issuance of the first apartment unit certificate of occupancy.
 - b. Unless the Developer can provide acceptable documentation to the City of Sandy Springs Director of Community Development that right-of-way cannot be obtained, construction of the eastbound left-turn lane along West Wieuca Road shall be required. Construction of said turn lane shall be completed prior to issuance of any building permit for phase II, (labeled on site plan dated June 20, 2013 as residential 2).
 - c. A retaining wall shall be constructed in accordance with the proposed site plan, provided by the applicant dated received June 20, 2013 by the Department of Community Development, for the variance herein, showing a reduction in the 25 foot impervious surface setback to seventeen (17) feet to allow a retaining wall, where necessary to accommodate the portion of the encroachment only (Variance #1 201201766).
 - d. To allow a second monument sign along the Roswell Road frontage (Variance #2 201201766).
 - e. To reduce the required parking from 1,563 to 1,524 a reduction of 39 parking spaces. (Variance #3 201201766).

- f. Development shall comply with the Georgia Stormwater Management Manual Stormwater Runoff Quality Standard by providing practices that treat the water quality volume by infiltration and/or evapotranspiration.
- g. The tributary buffer designated in condition 2.a. shall be planted and maintained subject to the City Arborist in order to ensure full screening of the proposed development from the abutting residences.
- h. All exterior lighting attached to the westerly and northerly building facades directly abutting and/or visible to single family residential properties shall be attached at no level above the first floor and shall be shielded so that the light source is not visible from the adjacent residences and is directed downward.
- i. All lighting along the westerly driveway (from West Wieuca Road to the entrance to the most northerly multi-family building) and any other lighting placed between the most westerly buildings and the westerly property line shall be at a height which can be screened by the zoning buffer and tributary buffer, as determined by the City Arborist, and be shielded so the light source is not visible from any residential properties.
- j. All parking lot lighting shall be shielded so that the light source is not visible from any single family residential property.
- k. A vegetative screening subject to the approval of the City Arborist, shall be placed at the westerly end of the driveway aligned with the relocated Windsor Parkway in order to ensure that headlights can be screened from adjacent residences. This planting wall may be placed within the 10-foot improvement setback of the tributary buffer.
- l. Provide physical screening for the commercial loading docks so that noise can be abated to both Cherokee Park and to the proposed apartments.
- m. No detention facilities (above or below ground) shall be placed in the tributary buffer or the improvement setback.
- n. Traffic calming subject to the approval of the Director of Community Development shall be placed along the length of the driveway from the relocated Windsor Parkway intersection to West Wieuca Road.
- o. All property boundary fencing shall have a durable black coating to minimize its visual impact from the residential neighborhood to the west.
- p. No air conditioning units or other mechanical equipment shall be located between the face of the most westerly buildings and the westerly property line. All mechanical equipment located on rooftops shall be fully screened and shielded from adjacent residential properties.
- q. All dumpsters and trash containers for the residential buildings, as well as service areas, will be located within the buildings.
- r. No construction access is permitted from West Wieuca Road.

Attachments

- Letter of Intent
- Site Plan dated received June 19, 2013
- Renderings dated April 24, 2013
- Elevation/ Cross Sections/ Balloon Test dated May 3, 2013
- Parking Study dated received July 12, 2013
- Georgia Regional Transportation Authority Letter of Decision dated February 4, 2013
- Atlanta Regional Commission Findings dated September 17, 2012
- Impact Statement Fulton County Schools
- Water Resources, Fulton County Department of Health Services and Fulton County Department of Planning and Community Service
- Fulton County Health Department

- Letters of Support (4) –***Will be available at the meeting***
- Letters of Opposition (55)- ***Will be available at the meeting***
- All other supporting documentation will be available at the meeting

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APR 09 2013

LETTER OF INTENT

The property contains approximately 21.246 acres and is bounded by Roswell Road on the east and Wieuca Road to the south (the "Property"). The Property is currently zoned to the A-1 Community Development and the Applicant requests a rezoning to the MIX Classification.

The Applicant intends to develop a residential "For Rent" multi-family component of 700 units with 350 units being in Phase 1. This results in a residential "For Rent" multi-family density of 32.95 units per acre. There shall also be a commercial/retail component consisting of 90,000 square feet which results in a commercial/retail density of 4,236.09 square feet per acre with an additional office component of 30,000 square feet which results in an office density of 1,412.03 square feet per acre. In order to construct the multi-family residential buildings with a minimum of 10 foot ceiling heights for the units and to accommodate the associated parking structures, the Applicant requests, pursuant to Article 19.4.5, a Use Permit to exceed the height limitation of 60 feet and to allow heights up to 84 feet. The Applicant requests a stream buffer Variance into the stream buffers along the westerly portion of the Property as shown on the Site Plan simultaneously herewith. It is to be noted that the Applicant, as part of its development, shall be removing existing paving and improvements from areas both in the 25 foot impervious stream buffer, as well as the 25 foot non-disturbance stream buffer where encroachment currently exists. This stream buffer Variance is made pursuant to Article 109.225. In order to overcome the hardship of safely advising the travelling public along Roswell Road of access to the development, given the heavy volume of traffic along Roswell Road, particularly at a.m. and p.m. peaks, pursuant to Article 33.26.H.1, the Applicant requests a Variance for a second monument sign along Roswell Road. Given the approximate 1,000 feet of frontage along Roswell Road, the Variance Request is entirely appropriate. The Applicant also requests Variances to allow encroachment into the 50 foot Rear Undisturbed Buffer and the associated 10 foot Improvement Setback along the rear of the site. These Variances will allow the Applicant to demolish existing site improvements within these areas and allow the replanting and refurbishment of the two buffers. These Variance requests are made pursuant to Article 4.23.1. Finally, the Applicant requests a Variance for the residential parking decks to allow for a reduction in the required parking for the residential portion of the property to be calculated using a standard for Residential, Multifamily Dwelling Units denoted in Article XVIII, Section 18.2.1, Off Street Parking and Loading, of Sandy Springs' Zoning Ordinance, to the 1.75 stalls per each 2 bedroom unit (versus 2.0 stalls) and 1.25 stalls for each 1 bedroom unit (versus 1.4 stalls). The proposed residential component for this project has created a compact footprint for the units and associated parking in order to avoid any impacts to the large buffers required between this development and the neighboring residential community. These significant buffers create a hardship in utilizing the property to its full extent. The parking structures have been designed to meet a standard that matches market requirements for this type of product. This results in a more efficient deck that can be constructed using less resources while creating a more compact impervious area within the project. This also allows the structures to be built with less height. The development's mixed use nature encourages less vehicle trips and promotes more pedestrian and bicycle access.

All of the Concurrent Variance Requests comply with the policies and intent of the Zoning Ordinance and the failure to approve same would place an unreasonable hardship on the Applicant without any resulting benefits to the general public. The proposed use does comply with the integration of uses suggested by the Live/Work Neighborhood designation; however, it exceeds the density level of development

suggested under the Live/Work designation. However, the development exceeds both the green space and open space requirements of the Live/Work Regional designation. The proposed use does comply with the Economic Revitalization plans adopted by the City Council to improve and revitalize areas of the City, such as the one that is the subject of this Application for Rezoning, Use Permit and Concurrent Variances. Thus, this Application for Rezoning, Use Permit and Concurrent Variances is entirely appropriate and the appropriateness of this Application and the constitutional assertions of the Applicant are more particularly stated and set forth on Exhibit "A" attached hereto and, by reference, made a part hereof.

In its development of the "For Rent" multi-family units, the Applicant shall construct the units with a minimum interior height of 10 feet and shall utilize granite or a comparable material for counter tops and stainless steel fronts on appliances. Lastly, it is to be noted on the Site Plan that the Applicant requests drive-throughs to be associated with restaurant, banking and pharmacy uses.

In conclusion, this Application for Rezoning, Use Permit and Concurrent Variances represents a development proposal that is significant for the City of Sandy Springs and will create a real sense of community at one of the true Gateways to the City.

Now, therefore, the Applicant requests that this Application for Rezoning, Use Permit and Concurrent Variances be approved as submitted in order that the Applicant be able to proceed with the lawful use and development of the Property.

APPLICANT:

JLB Realty LLC

By: _____

Hudson Hooks
Its: Manager

Nathan V. Hendricks III
Attorney for the Applicant

6085 Lake Forrest Drive
Suite 200
Sandy Springs, Georgia 3-328
(404) 255-5161

Exhibit "A"

APPROPRIATENESS OF APPLICATION
AND
CONSTITUTIONAL ASSERTIONS

The portions of the Zoning Resolution of the City of Sandy Springs as applied to the subject Property which classify or may classify the Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Zoning Resolution of the City of Sandy Springs to the Property which restricts its use to any classification other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary and capricious act by the Sandy Springs City Council without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the Sandy Springs City Council to rezone the Property as proposed by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the subject Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting the Applicant's utilization of the subject Property would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

Any rezoning of the Property without the simultaneous approval of the Use Permit and Concurrent Variances requested would also constitute an arbitrary, capricious and discriminatory act and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

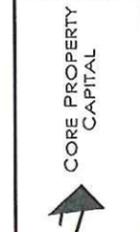
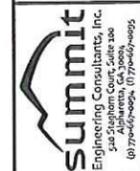
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JUN 20 2013

City of Sandy Springs
Community Development

ROSWELL ROAD US HWY. 19 (65' RW) - 35 MPH

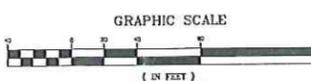
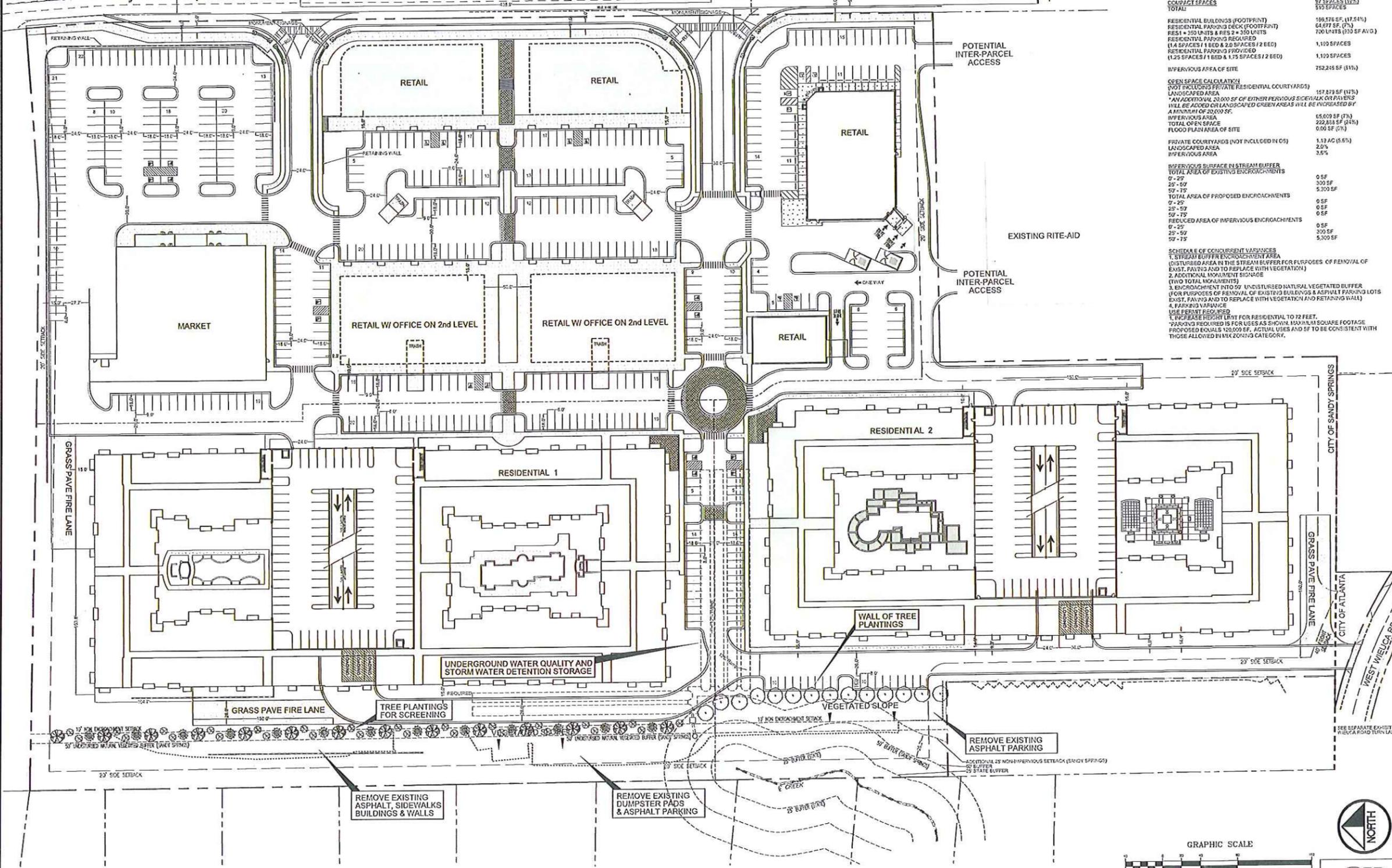
DEVELOPMENT STATISTICS SUMMARY CHART	
TOTAL AREA	21.32 AC
RETAIL AREA	9.61 AC
RESIDENTIAL AREA 1	6.61 AC
RESIDENTIAL AREA 2	5.10 AC
RETAIL	72,633 SF. (1.75%)
OFFICE	30,000 SF. (3.25%)
RESTAURANT	18,000 SF. (1.84%)
RETAIL PARKING REQUIRED (5' X 10'00 SF)	300 SPACES - NO REDUCTION
OFFICE PARKING REQUIRED (1' X 10'00 SF)	90 SPACES - NO REDUCTION
RESTAURANT PARKING REQUIRED (10' X 10'00 SF)	180 SPACES - NO REDUCTION
TOTAL	650 SPACES - NO REDUCTION
*PARKING REQUIRED WITH REDUCTION FOR SHARED USES PER SANDY SPRINGS CODE (13.22)	
RETAIL PARKING (100%)	300 SPACES
OFFICE PARKING (10%)	9 SPACES
RESTAURANT PARKING (100%)	180 SPACES
TOTAL	589 SPACES
PARKING PROVIDED	
STANDARD SPACES	413 SPACES
COMPACT SPACES	97 SPACES (19%)
TOTAL	510 SPACES
RESIDENTIAL BUILDINGS (FOOTPRINT)	199,576 SF. (17.54%)
RESIDENTIAL PARKING DECK (FOOTPRINT)	64,877 SF. (7%)
RES1 = 150 UNITS & RES 2 = 350 UNITS	700 UNITS (510 SF AVG.)
RESIDENTIAL PARKING REQUIRED	1,110 SPACES
(1.4 SPACES / 1 BED & 2.0 SPACES / 2 BED)	
RESIDENTIAL PARKING PROVIDED	1,110 SPACES
(1.25 SPACES / 1 BED & 1.75 SPACES / 2 BED)	
IMPERVIOUS AREA OF SITE	752,245 SF (81%)
OPEN SPACE CALCULATION (NOT INCLUDING PRIVATE RESIDENTIAL COURTYARDS)	
LANDSCAPED AREA	157,873 SF (11%)
*AN ADDITIONAL 20,000 SF OF EITHER PERVIOUS SIDEWALK OR PAVERS WILL BE ADDED OR LANDSCAPED GREEN AREAS WILL BE INCREASED BY A MAXIMUM OF 20,000 SF.	
IMPERVIOUS AREA	65,009 SF (7%)
TOTAL OPEN SPACE	222,883 SF (24%)
FLOOD PLAIN AREA OF SITE	0.00 SF (0%)
PRIVATE COURTYARDS (NOT INCLUDED IN OS)	1.13 AC (5.6%)
LANDSCAPED AREA	2.2%
IMPERVIOUS AREA	3.6%
IMPERVIOUS SURFACE IN STREAM BUFFER	
TOTAL AREA OF EXISTING ENCROACHMENTS	0 SF
0' - 25'	300 SF
25' - 50'	5,300 SF
50' - 75'	
TOTAL AREA OF PROPOSED ENCROACHMENTS	0 SF
0' - 25'	0 SF
25' - 50'	0 SF
50' - 75'	0 SF
REDUCED AREA OF IMPERVIOUS ENCROACHMENTS	0 SF
0' - 25'	300 SF
25' - 50'	5,300 SF
50' - 75'	
SCHEDULE OF CONCURRENT VARIANCES	
1. STREAM BUFFER ENCROACHMENT AREA (DISTURBED AREA IN THE STREAM BUFFER FOR PURPOSES OF REMOVAL OF EXIST. PAVING AND TO REPLACE WITH VEGETATION)	
2. ADDITIONAL MONUMENT SIGNAGE (TWO TOTAL MONUMENTS)	
3. ENCROACHMENT INTO 50' UNDISTURBED NATURAL VEGETATED BUFFER (FOR PURPOSES OF REMOVAL OF EXISTING BUILDINGS & ASPHALT PARKING LOTS EXIST. PAVING AND TO REPLACE WITH VEGETATION AND RETAINING WALL)	
4. PARKING VARIANCE USE PERMIT REQUIRED	
5. INCREASE HEIGHT LIMIT FOR RESIDENTIAL TO 22 FEET.	
*PARKING REQUIRED IS FOR USES AS SHOWN. MAXIMUM SQUARE FOOTAGE PROPOSED EQUALS 120,000 SF. ACTUAL USES AND SF TO BE CONSISTENT WITH THOSE ALLOWED IN MIX ZONING CATEGORY.	



Project No.	5-11-12
Design By:	CA
Drawn By:	DK
Checked By:	DK
Date:	01/30
Scale:	1" = 4'

SITE PLAN
SANDY SPRINGS GATEWAY
CITY OF SANDY SPRINGS
FULTON COUNTY, GEORGIA

Drawing No.
1 OF 1



CAUTION
THE UTILITIES SHOWN HEREIN ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN. THE CONTRACTOR ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES PRIOR TO THE WORK. ALL DAMAGE INCURRED TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.



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CORE PROPERTY
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April 9, 2013 | p. 12

SANDY SPRINGS GATEWAY

Smallwood, Reynolds,
Stewart, Stewart
& Associates, Inc.

**NILES BOLTON
ASSOCIATES**



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Community Development



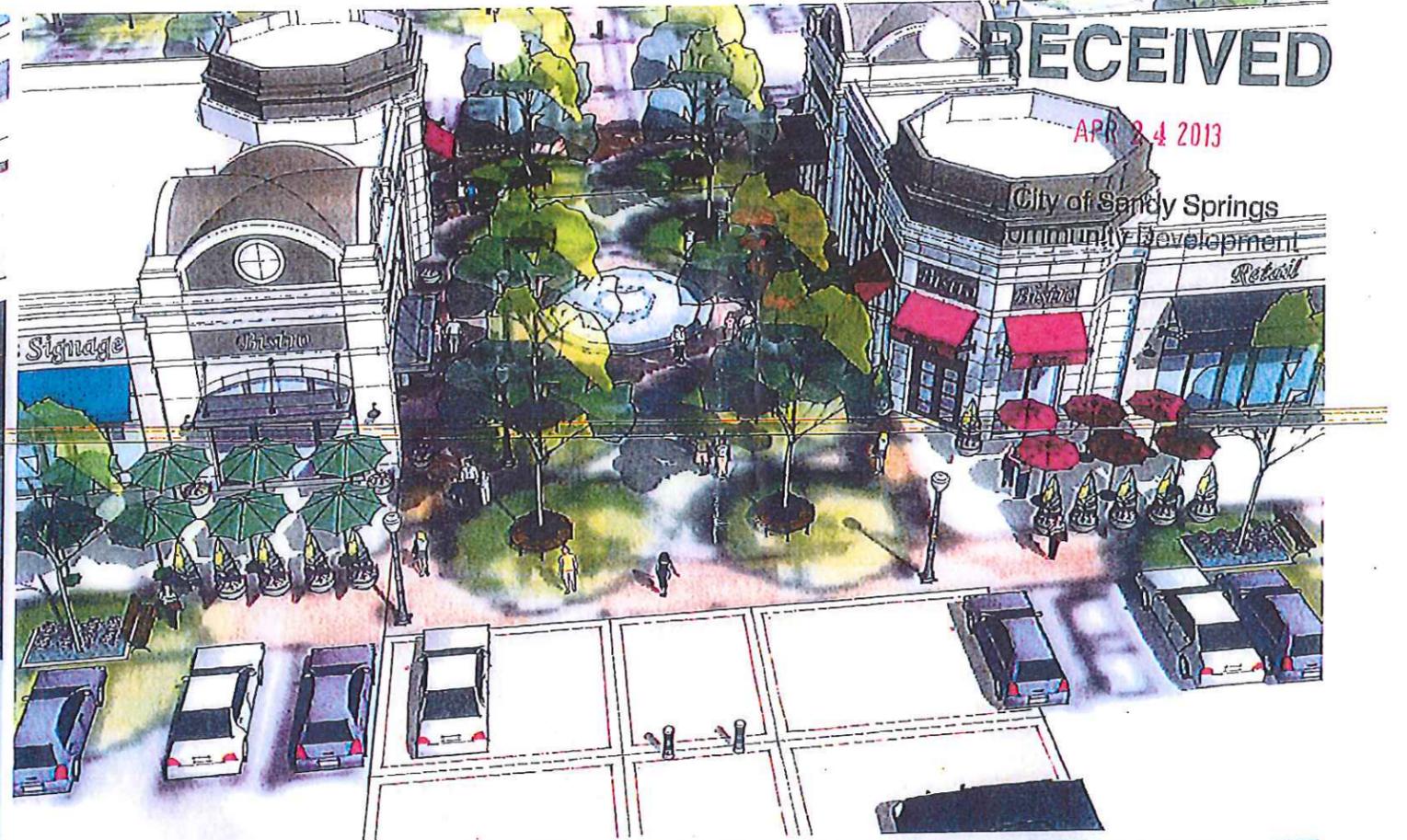
SANDY SPRINGS GATEWAY

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Stewart, Stewart
& Associates, Inc.

**NILES BOLTON
ASSOCIATES**



**CORE PROPERTY
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SANDY SPRINGS GATEWAY

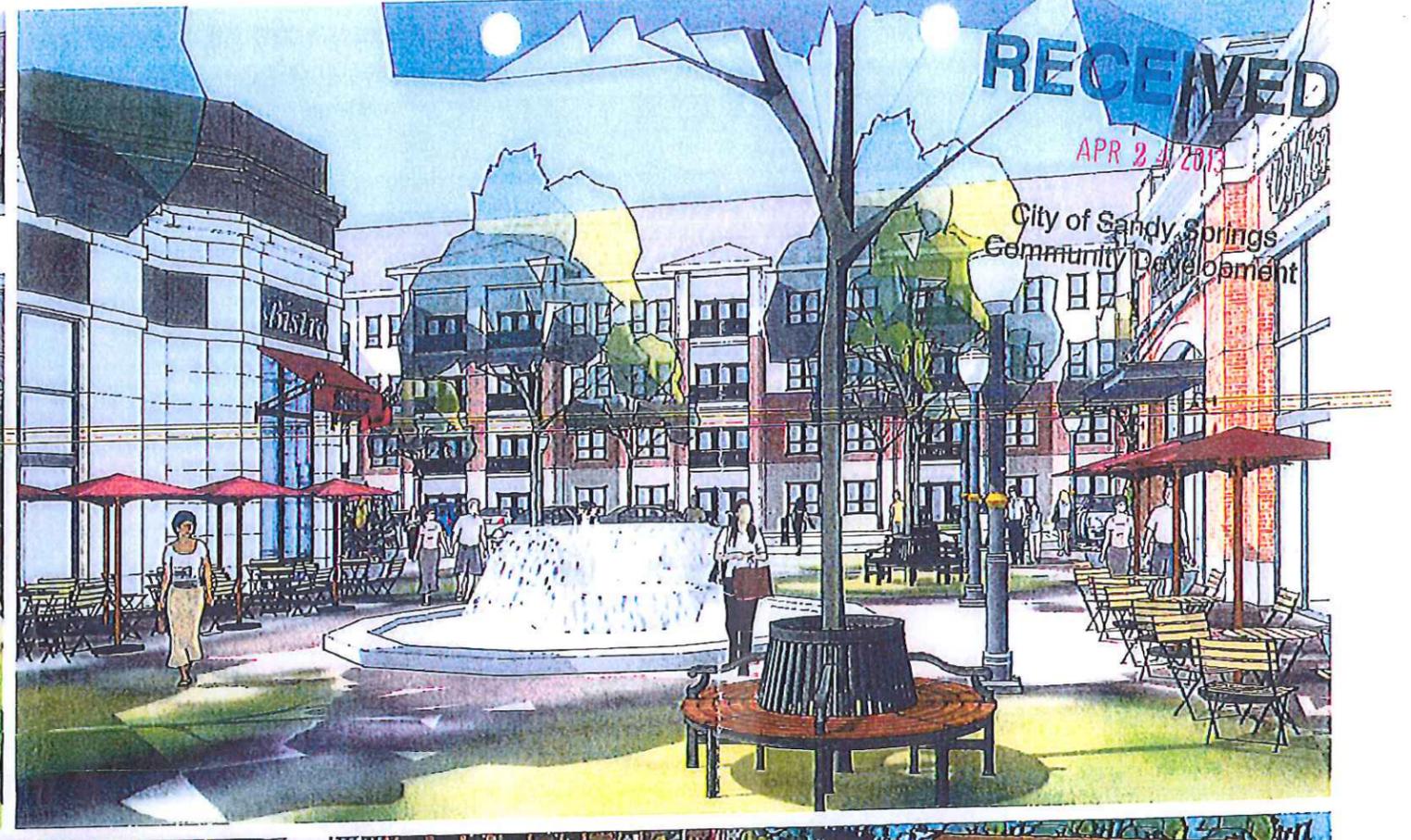
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 & Associates, Inc.

**NILES BOLTON
 ASSOCIATES**

JLB
PLANNERS



**CORE PROPERTY
 CAPITAL**



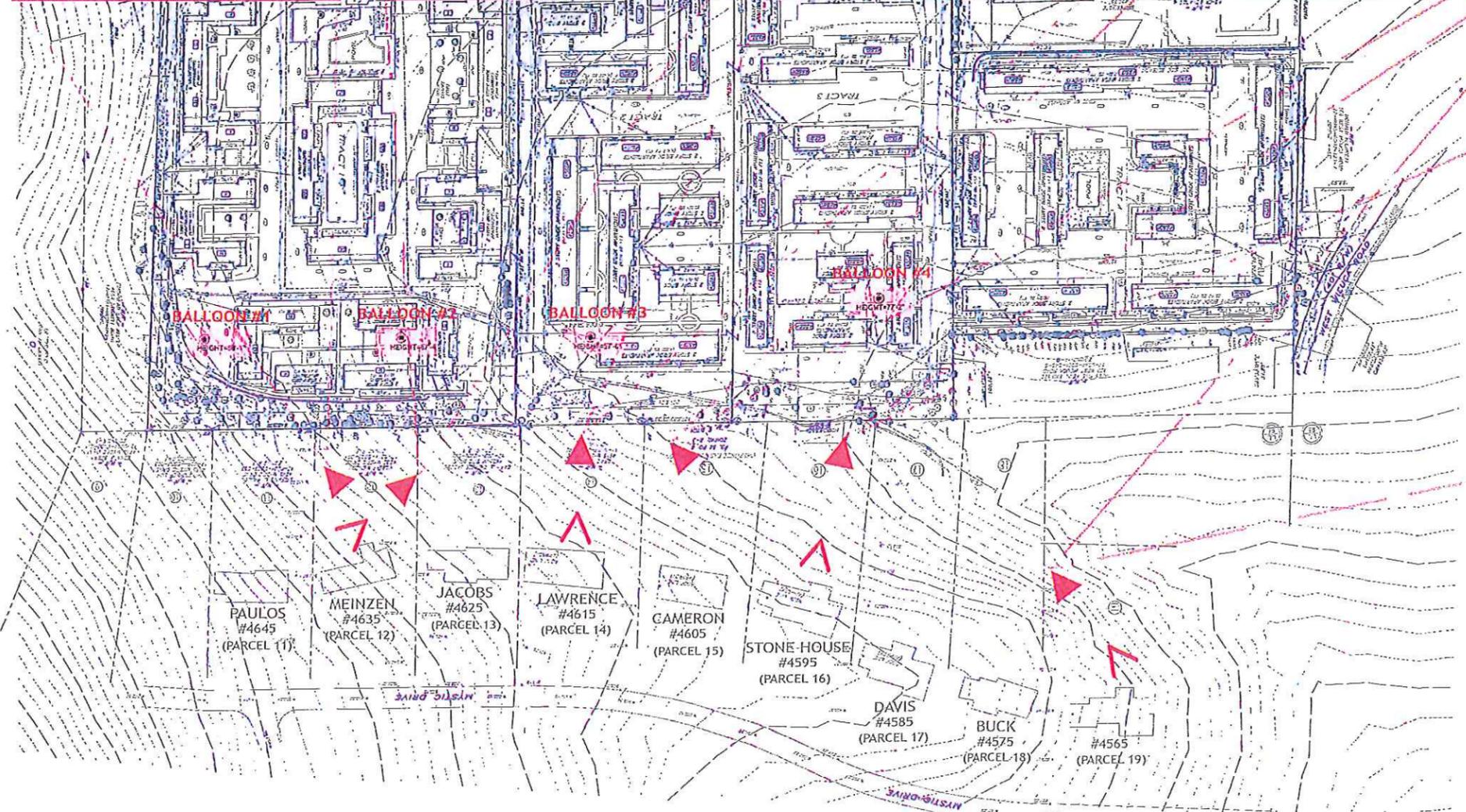
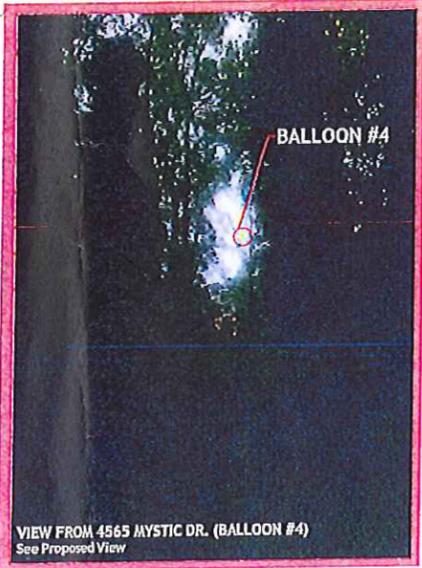
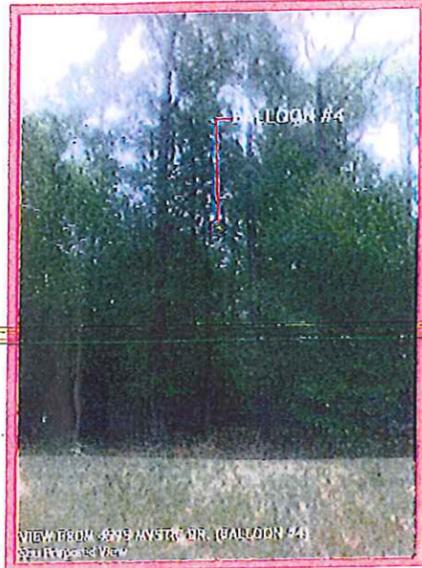
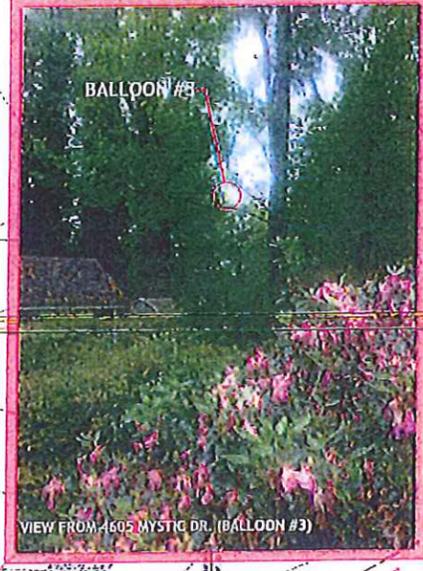
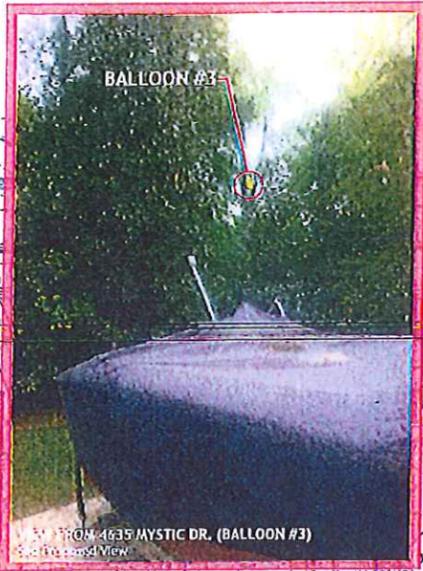
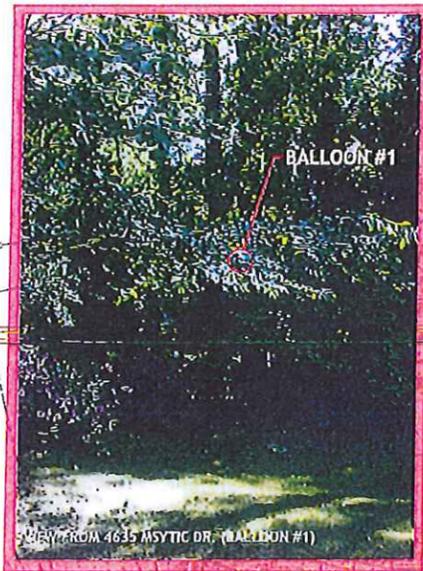
SANDY SPRINGS GATEWAY

Smallwood, Reynolds,
Stewart, Stewart
& Associates, Inc.

**NILES BOLTON
ASSOCIATES**



**CORE PROPERTY
CAPITAL**
April 9, 2013 | p. 11



KEY

-  APPROXIMATE LOCATION OF PHOTOGRAPHED VIEW
-  APPROXIMATE LOCATION OF PROPOSED VIEW

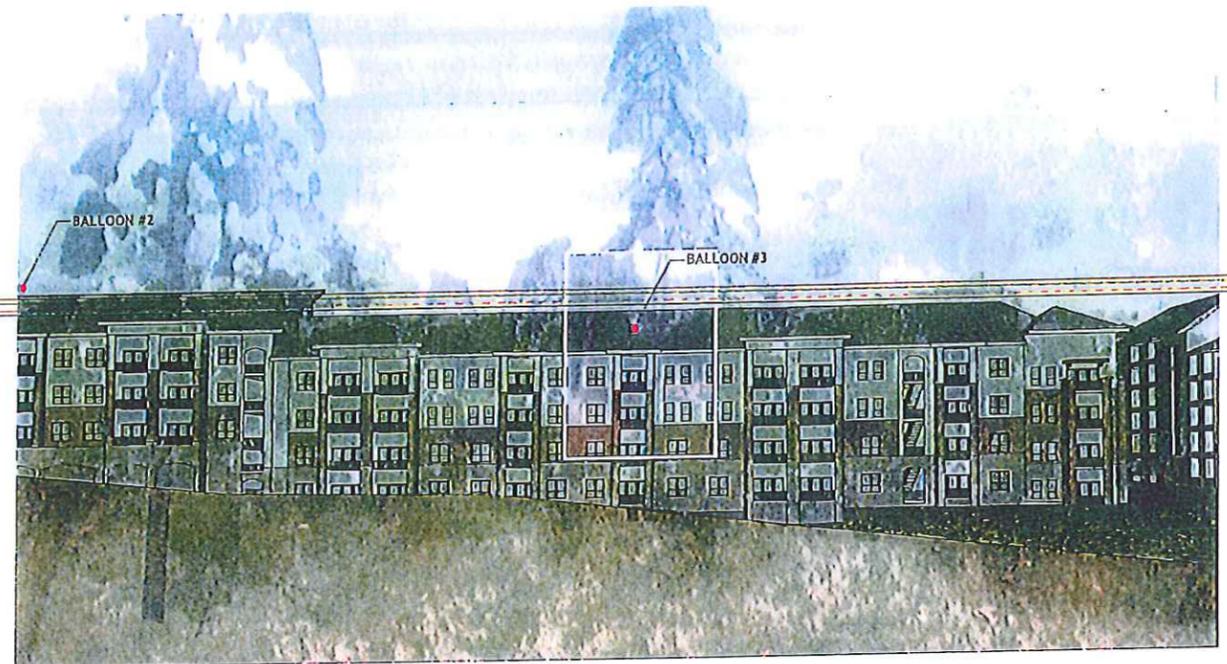
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City of Sandy Springs
Community Development



VIEW FROM 4635 MYSTIC DRIVE (PARCEL 12)



VIEW FROM 4615 MYSTIC DRIVE (PARCEL 14)



VIEW FROM 4635 MYSTIC DRIVE (PARCEL 12)



VIEW FROM 4615 MYSTIC DRIVE (PARCEL 14)

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City of Sandy Springs
Community Development



VIEW FROM 4595 MYSTIC DRIVE (PARCEL 16)



VIEW FROM 4565 MYSTIC DRIVE (PARCEL 19)



VIEW FROM 4595 MYSTIC DRIVE (PARCEL 16)



VIEW FROM 4565 MYSTIC DRIVE (PARCEL 19)

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City of Sandy Springs
Community Development

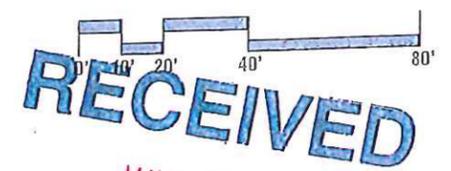


PHASE I - WEST ELEVATION
VIEW ALONG PROPERTY LINE



PHASE II - WEST ELEVATION
VIEW ALONG PROPERTY LINE

MAXIMUM HEIGHT ELEVATION EXHIBIT FACING MYSTIC DRIVE
NOTE: SEE ELEVATIONS SUBMITTED ON APRIL 9, 2013
FOR AVERAGE GRADE PLANE CALCULATIONS



MAY 03 2013

City of Sandy Springs
Community Development

CORE PROPERTY
CAPITAL

May 3, 2013

SANDY SPRINGS GATEWAY

Smallwood, Reynolds,
Stewart, Stewart
& Associates, Inc.

**NILES BOLTON
ASSOCIATES**

JLB
PARTNERS

July 12, 2013

Mr. Scott Schlosser
Vice President, Predevelopment
JLB Partners Southeast, LP
3060 Peachtree Road
Suite 850
Atlanta, GA 30305

RE: Sandy Springs Development
Parking Consulting Services

RECEIVED

JUL 13 2013

City of Sandy Springs
Community Development

Dear Mr. Schlosser,

Timothy Haahs and Associates (TimHaahs) has reviewed the latest program details for your proposed Sandy Springs development in order to determine the estimated number of parking spaces needed for the project. The details for the initial phase of the proposed development program are listed below:

Proposed Development Program and Layout

Retail:	72,000 sq. ft.
Restaurant:	18,000 sq. ft.
Office:	30,000 sq. ft.

***In addition to the two proposed parking garages, there are approximately 510 surface spaces within the development site.*

The program and land use mix provide an opportunity for users to effectively share parking. As such, we recommend sizing the parking component to account for a shared parking reduction. We have made the following assumptions in our parking model which utilizes standard Urban Land Institute (ULI) and Institute for Transportation Engineers (ITE) parking demand ratios along with calibrations based on your specific program and our professional experience:

1. The Sandy Springs Development is located adjacent to a transit bus stop and is in a dense urban residential area. As per a separate traffic study and at the request of representatives from the City of Sandy Springs, a 2% alternate mode adjustment has been applied to all land uses and user groups. TimHaahs did not validate that assumption.
2. A base demand ratio of 3.5 spaces per thousand square feet (KSF) for weekday and 0.35 per KSF for weekend has been used for office employees. A based demand ratio of 0.3 spaces per KSF for weekday and 0.03 spaces per KSF for weekend have been used for office visitors and guests.
3. Forty percent (40%) of the customers and will be on site for another purpose during the weekday and weekend. A base demand ratio of 2.9 and 3.2 per thousand square feet (ksf) for weekday and weekend customers, and 0.7 and 0.8 per ksf for weekday and weekend employees has been used.
4. On weekdays 20% of the restaurant (full-service) customers will be on site for another purpose. A base demand ratio of 15.25 and 20 per ksf for weekday and weekend customers, and 1.25 and 1.5 per ksf for weekday and weekend employees has been used.

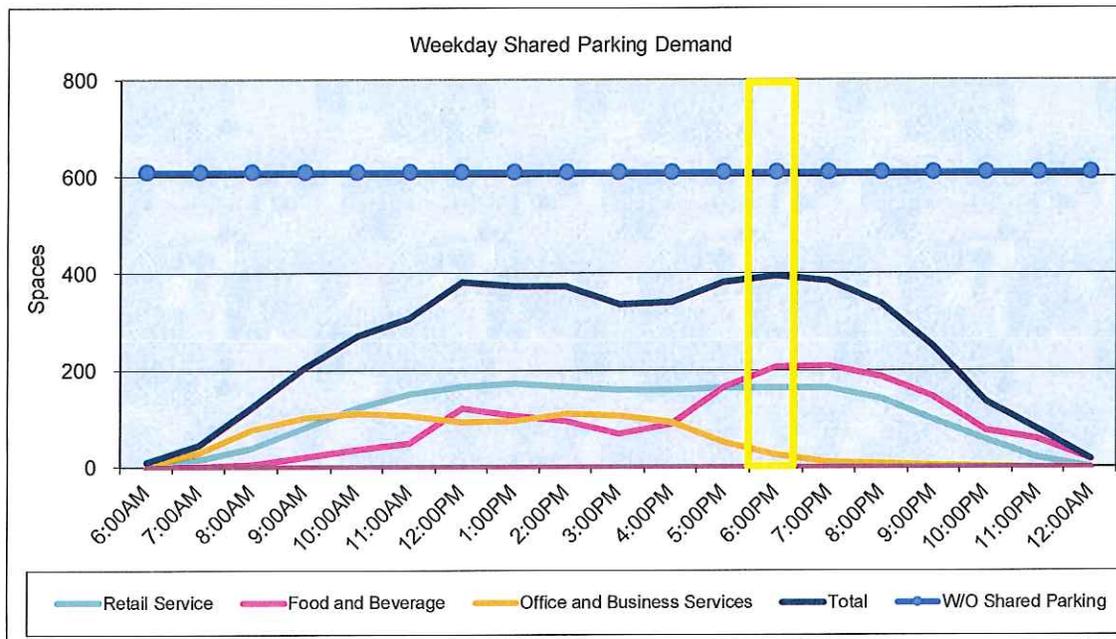
- On both weekdays, 5% of the restaurant (family friendly) customers will be on site for another purpose. A base demand ratio of 9.0 and 12.75 per ksf for weekday and weekend customers, and 2.75 and 3.0 per ksf for weekday and weekend employees has been used.

Without adjusting for shared parking or the use of alternate modes of transportation, approximately 608 and 612 parking spaces would be needed during weekday and weekend peak hours, respectively. After adjusting for the capability of these users to share the same space and utilize alternate modes of transportation, the peak weekday parking demand is estimated at 397 spaces (6 pm) and the peak weekend parking demand is estimated at 462 spaces (6 pm). The balance between daytime and evening uses optimizes the ability for users to share the parking resources and significantly reduce the total number of spaces needed. As an example, a space can be utilized by an office employee during the day and restaurant customer at night. We have provided a breakdown of the peak hour parking demand by land use.

Estimated Peak Hour Demand by Land Use (Weekend 6PM)

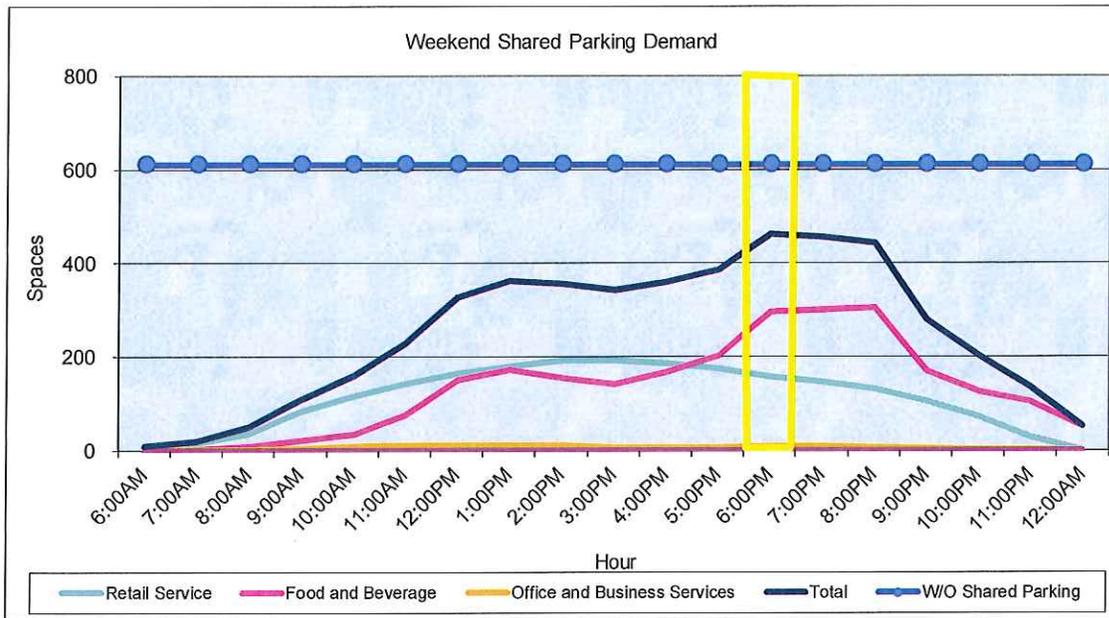
Retail:	156 spaces
Restaurant:	296 spaces
Office:	9 spaces
Total:	462 spaces

Graphs depicting the parking demand patterns for a typical busy weekday and weekend are included on the following pages.



Land Use	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	12A
Retail	6	14	38	80	122	151	166	172	166	160	160	164	164	164	143	98	57	20	0
Restaurant	0	1	7	22	37	50	122	106	96	70	88	166	207	210	188	147	77	59	17
Office	3	31	79	103	112	107	94	97	112	107	94	52	26	10	7	3	1	0	0
Total	9	46	124	205	271	309	382	375	373	337	342	381	397	384	338	248	135	78	17

Sandy Springs
July 12, 2013



Land Use	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	12A
Retail	7	15	36	83	116	142	165	178	192	192	185	176	156	147	130	104	73	29	0
Restaurant	0	1	10	22	34	76	151	172	154	143	168	204	296	301	306	171	128	104	53
Office	2	2	4	5	9	11	11	11	10	8	6	7	9	9	6	4	3	2	0
Total	9	19	50	110	159	229	327	362	357	343	359	386	462	457	443	280	204	135	53

Based on our analysis and assumptions, we anticipate the Sandy Springs development will be able to satisfy its estimated peak hour parking needs of 462 spaces using the proposed 510 surface parking spaces.

Thank you for allowing TimHaahs to help you plan for this exciting project. We look forward to discussing this analysis and answering any questions you may have at your earliest convenience.

Sincerely,

Vicky Gagliano, MBA
Parking Specialist



~~CONFIDENTIAL~~

NOTICE OF DECISION

To: Douglas Hooker, ARC
(via electronic mail) Sonny Deriso, GRTA
Bob Voyles, GRTA
Dick Anderson, GRTA

Lara Hodgson, GRTA
Al Nash, GRTA
Ken Stewart, GRTA

To: Mayor Eva Galambos, City of Sandy Springs
(via electronic mail and certified mail) Scott Schlosser, JLB Realty, LLC



From: Jannine Miller, GRTA Executive Director

Copy: Kirk Fjelstul, GRTA
(via electronic mail) Laura Beall, GRTA
Jon West, DCA
Jon Tuley, ARC
Mike Lobdell, GDOT District 7
Greg Floyd, MARTA

Garrin Coleman, City Sandy Springs
Linda Abaray, City of Sandy Springs
Josh Mello, City of Atlanta
John Karnowski, Foresite Group
Hudson Hooks, JLB Realty, LLC
Pete Hendricks, Nathan V. Hendricks III Law

Date: January 30, 2013

Re: DRI 2290 Chastain Mixed Use

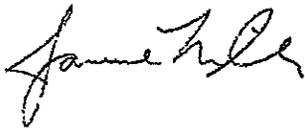
**Notice of Decision for
Request for Non-Expedited Review of
DRI 2290 Chastain Mixed Use**

The purpose of this notice is to inform JLB Realty, LLC (the Applicant), City of Sandy Springs (the local government), the GRTA Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission RC (ARC) of GRTA's decision regarding DRI 2290 Chastain Mixed Use (the DRI Plan of Development). GRTA has completed a non-expedited review for the DRI Plan of Development pursuant to sections 3-101 and 3-103.A of the *Procedures and Principles for GRTA Development of Regional Impact Review* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Sections 3-101 and 3-103.A. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless the local government has issued a permit for the construction of any part of the proposed DRI Plan of Development prior to the end of the ten-year period.

The notice of decision is based upon review of the applicant's DRI Review Package. The Review Package includes the site development plan dated August 28, 2012, and received by GRTA on September 28, 2012, prepared by Wakefield Beasley & Associates and titled "Chastain Mixed-Use DRI 2290" (Site Plan) and the analysis prepared by Foresite Group Inc., dated September 19, 2012 and received by GRTA on September 24, 2012 (together the Review Package).

Pursuant to Section 2-501 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) working days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Part 5 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, available from GRTA or on the Worldwide Web at <<http://www.grta.org/dri/home.htm>>. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will hear the appeal at its March 13, 2013 meeting.



Jannine Miller
Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

Conditions to GRTA Notice of Decision:

Access Management

- All internal intersections must be a minimum 1/5 parcel depth per GDOT Driveway Manual from Roswell Road
- Provide an internal direct vehicular connection between access points on Roswell Road to access point on W. Wieuca Road
- A maximum of two site access points are allowed onto Roswell Road
- No outparcels shall have direct access onto Roswell Road
- Provide stub-outs to allow for future inter-parcel connections

Transit Facilities

- Provide bus shelter(s) at relocated MARTA bus stops near driveways, as approved by MARTA, for southbound and northbound transit riders along Roswell Road

Pedestrian Facilities

- Provide crosswalks at all site driveways and intersections
- Provide pedestrian sidewalks along property frontage on Roswell Road
- Provide direct pedestrian connections between buildings
- Provide pedestrian paths for safe crossing of the parking field
- Provide bike racks throughout site

Roadway Improvements as Conditions to GRTA Notice of Decision:

Roswell Rd @ Windsor Pkwy (Intersection 6)

- Re-align Windsor Pkwy to Driveway 2
- Convert Driveway 2 to serve DRI as a main site driveway ✓

Roswell Rd @ Hedden St / Driveway (Intersection 4)

- Construct a southbound right-turn lane along Roswell Road ✓

Roswell Rd @ New Main Driveway (Intersection 5)

- Restripe two-way left-turn median into northbound and southbound left-turn lanes
- Construct a southbound right-turn lane along Roswell Road into site
- Signalize, if warranted, as approved by GDOT

W. Wieuca Rd @ Driveway 3

- Construct an eastbound left-turn lane along W. Wieuca Road into the site

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All of the "Conditions to GRTA Notice of Decision" set forth in Attachment A are satisfied.
- All of the "Roadway Improvements as Conditions to GRTA Notice of Decision" set forth in Attachment A are satisfied.

Attachment C – Required Improvements to Serve the DRI

Pursuant to Section 1-201.R. of the *Procedures and Principles for GRTA Development of Regional Impact Review*, a "Required Improvement means a land transportation service [def. in Section 1-201.N] or access [def. in Section 1-201.A.] improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI."

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1.

Roswell Rd @ Windsor Pkwy (Intersection 6)

- Re-align Windsor Pkwy to Driveway 2
- Convert Driveway 2 to serve DRI as a main site driveway

Roswell Rd @ Hedden St / Driveway (Intersection 4)

- Construct a southbound right-turn lane along Roswell Road

Roswell Rd @ New Main Driveway (Intersection 5)

- Restripe two-way left-turn median into northbound and southbound left-turn lanes
- Construct a southbound right-turn lane along Roswell Road into site
- Signalize, if warranted, as approved by GDOT

W. Wieuca Rd @ Driveway 3

- Construct an eastbound left-turn lane along W. Wieuca Road into the site

Section 2.

Roswell Rd @ Mt Paran Rd (Intersection 1)

- Construct an eastbound right-turn lane along Mt Paran Rd

Roswell Rd @ Belle Isle Rd (Intersection 2)

- Construct an eastbound left turn lane along Belle Isle Rd

Roswell Rd @ W. Wieuca Rd (Intersection 7)

- Construct a westbound left-turn lane along W. Wieuca Rd

Roswell Rd @ Wieuca Rd (Intersection 8)

- Construct a westbound left-turn lane along Wieuca Rd

Powers Ferry Rd @ Jett Rd (Intersection 9)

- Construct a northbound left-turn lane along Powers Ferry Rd

Powers Ferry Rd @ W. Wieuca Rd (Intersection 10)

- Construct a westbound right-turn lane along W. Wieuca Rd



REGIONAL REVIEW FINDING RECEIVED

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantar.com

DATE: Sep 13 2012

ARC REVIEW CODE: R1208242

TO: Mayor Eva Galambos
ATTN TO: Linda Abaray, Senior Planner
FROM: Douglas A. Hooker, Executive Director

City of Sandy Springs
Community Development

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Chastain Mixed-Use
Submitting Local Government: City of Sandy Springs

Review Type: Development of Regional Impact
Date Opened: Aug 24 2012

Description: The proposed Chastain Mixed-Use development is located to the northwest of the Roswell Road at W Wieuca Rd intersection on approximately 21.3-acres. The site has roadway frontage along Roswell Road and W Wieuca Rd. The existing tracts and parcels of land are occupied by apartment buildings to be demolished. The site will consist of residential space with retail and office components. The main commercial component is proposed to be a grocery store, restaurant, and specialty retail with the office component expected to be a bank. The residential component is planned as high-density apartments with structured parking.

DRI Checklist Summary:

Regional Consistency Assessment (50%): 100%
Local Impacts Assessment (30%): 95%
Quality Development Assessment (20%): 74%

Overall Weighted Score: 94%

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Comments: Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), proposed the Chastain Mixed-Use development is within an area designated as Maturing Neighborhoods and is located along a Redevelopment Corridor. The UGPM and RDG state that Maturing Neighborhoods "are areas in the region characterized by older neighborhoods that include both single- and multifamily development, as well as commercial and office uses at connected key locations. Though commercial and office buildings are aging, they nonetheless are often incorporated into neighborhoods, providing an active mix of uses and amenities. Maturing neighborhoods are denser than established suburbs and the development pattern is more similar to that of pre-1970s urban development. These areas represent the part of the region that is facing infill and redevelopment pressures. In many cases, the infrastructure is in place to handle the additional growth, however in some areas, infrastructure is built out with limited ability to expand. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as a regional route for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment and adaptive reuse of existing buildings in this area should be balanced with the preservation of existing single family neighborhoods. Consideration should be given to the need for additional usable parks and greenspace close to residents, as well as developing and maintaining pedestrian-friendly amenities such as trails and sidewalks. Maturing Neighborhoods are areas

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF ATLANTA

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.

Is this project consistent with any applicable regional transportation plan(s)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development avoid or mitigate negative impacts on the surrounding transportation network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
V. LOCALLY ADOPTED PLANS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS)	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the region's CEDS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
RCA POINTS:				33	OUT OF A POSSIBLE:	33
RCA SCORE:				100	RCA WEIGHTED SCORE (50%):	50

ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.

FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)

<p><i>Is the preponderance of answers above "Yes"?</i></p>	<p><input type="checkbox"/> YES, "the proposed action <u>IS</u> in the best interest of the region and therefore of the state."</p> <p><input type="checkbox"/> NO, "the proposed action <u>IS NOT</u> in the best interest of the region and therefore not of the state."</p> <p>Other Issues of Regional Concern:</p>
<p><i>Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?</i></p>	<p><input type="checkbox"/> YES.</p> <p><input type="checkbox"/> NO.</p> <p>Narrative:</p>
<p><i>Was the answer to both questions in this section "No"?</i></p>	<p><input type="checkbox"/> YES. The Regional Commission should consider making a "not in the best interests of the region and therefore of the state" finding.</p> <p><input type="checkbox"/> NO.</p>

NOTE: This and other DRI Review forms provided by the Department are intended for use as tools to assist regional staff in the formulation of their recommendations to their executive directors and Regional Councils and to the communities they serve. Their proper use facilitates statewide procedural consistency and service delivery. Regardless of the recommendations generated by this form, all findings subsequently issued by the Regional Commission are reflective solely of the Commission's own judgment and discretion. Nothing presented in this form is binding upon the exercise of the authority granted to the Regional Commission by Georgia law and Departmental rules. The findings issued by the Regional Commission are purely advisory and are in no circumstance binding upon the authority granted to the host local government by Georgia law.

If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project? enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
III. ACCESS MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	WHILE THE PROPOSED DRIVEWAYS MEET CITY STANDARDS, GDOT REGULATIONS SHOULD BE CONSULTATED SINCE ROSWELL ROAD IS A STATE ROUTE.	
Are all proposed access points outside of the functional area of any adjacent intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
IV. RESOURCE MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

QDA

Georgia
Community Affairs

QDA



ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW
PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT

To be completed by the ARC Staff

JURISDICTION:	CITY OF SANDY SPRINGS				Date QDA Completed, MD/YYYY: 8/23/12	
DRI #:	2290				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Chastain Mixed-Use					
TYPE OF DEVELOPMENT:	Mixed Use				Action Triggering Review: Zoning	
I. MIX OF USES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development incorporate a mixture of complementary land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development have vertically mixed uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0		
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
II. TRANSPORTATION ALTERNATIVES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Are there sidewalks within the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT THERE WILL BE SIDEWALKS THROUGHOUT THE SITE ADJACENT TO ALL USERS AND INTERCONNECTED VIA CROSS WALKS WHERE INTERNAL ROADS ARE CROSSED.	
Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT SIDEWALKS WILL COMPLY WITH ADA AND AASHTO STANDARDS.	
Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT BICYCLE PARKING WILL BE PROVIDED	

Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IV. PARKING	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT THE FINAL PLANS WILL HAVE EXTENSIVE PLANTER ISLANDS AND MEDIANS TO MEET THE OPEN SPACE REQUIREMENT FOR THIS SITE, PER SANDY SPRINGS, FOR A REGIONAL DEVELOPMENT (20% OPEN SPACE WITH 15% REQUIRED TO BE GREEN SPACE).	
Is the development's parking located where it does not visually dominate the development from the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the parking design allow for easy and safe pedestrian access to buildings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
V. INFILL DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VIII. OPEN/GREEN SPACE CONSERVATION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development in close proximity with direct access to permanently protected open/greenspace?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development clustered to preserve open/green space within the development site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IX. ENVIRONMENTAL PROTECTION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid critical environmental areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

XI. ECONOMIC DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain <small>(as necessary for "Yes" and "No" answers)</small>	Recommendations <small>(to the Developer for Improving the Project)</small>
Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development enhance diversity in the local/regional economic base?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater employment opportunities for low and middle income residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
QDA POINTS:				69	OUT OF A POSSIBLE:	93
QDA SCORE:				74	QDA WEIGHTED SCORE (20%):	15

OVERALL ASSESSMENT OF QUALITY

Is the preponderance of answers above "Yes"?

YES, the proposed development qualifies for expedited review.

NO, the proposed development DOES NOT qualify for expedited review.



MEMORANDUM

TO: ~~Jon Tuley, Land Use Division~~

FROM: Nathan Soldat, Transportation Planning Division

DATE: August 21st, 2012

SUBJECT: Transportation Division Review of DRI # 2290

Project: Chastain Mixed-Use DRI

County: Fulton

Location: 4585 & 4616 Roswell Road, Atlanta, GA 30342

Analysis:

Expedited

Non-Expedited

cc: David Haynes
TD

The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review Process. The applicant proposes to develop an approximately 21.3 acre site into a mixed-use development located northwest of the Roswell Road and West Wieuca Road intersection. The development will primarily front Roswell Road with additional frontage on Wieuca Road. The proposed site will consist of residential space including retail and office components. The primary commercial component is a grocery store, restaurant and specialty retail with an office component which is expected to be a bank. The residential component is planned to be high-density apartments with structured parking. The breakdowns of uses are as follows:

- 56,918 SF of anchor/grocery store space
- 56,096 SF of specialty retail/office space
- 3,000 SF of restaurant space
- 3,935 SF of bank space
- 700 multi-family residential units

The proposed project would be built in two phases with phase one build-out complete in 2015 and phase two build-out complete in 2017. Phase two is the southern residential pod on West Wieuca Road.

What are the numbers of crashes adjacent to the proposed project?

The Georgia Department of Transportation shows for the last three years:

- 1 crash (no fatalities) at or near the intersection of Roswell Rd and Hedden St NE
- 7 crashes (no fatalities) at or near the intersection of Roswell Rd and Windsor Pky NE
- 4 crashes (no fatalities) at or near the intersection of Roswell Rd and Meadowbrook Dr NE
- 6 crashes (no fatalities) at or near the intersection of Roswell Rd and W. Wieuca Rd
- 6 crashes (no fatalities) at or near the intersection of Roswell Rd and Wieuca Rd NE

What other issues should be considered during the traffic study or in general for the proposed development?

- The developer should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located in an employment/activity center and LCI area. Roswell Road is on the Strategic Truck Route Network, Regional Thoroughfare Network, Bicycle and Pedestrian Network and Concept 3 Network.
- The site plan presented during the pre-application meeting on July 30th, 2012 shows "Bike and Pedestrian Access" along Roswell Road in front of the "Retail C" building and not the entire frontage of the site. The developer should continue bike and pedestrian access along the entire Roswell Road frontage of the site.
- Inner-site connectivity and internal circulation is of concern. The site plan shows the center of the development as a large parking lot with no pedestrian facilities. Pedestrians need to be able to travel safely between uses/buildings within the site.
- Safe crossings should be maintained at Roswell Road and Windsor Parkway NE and pedestrian appropriate infrastructure should be installed at the new full access intersection of Hedden Street and Roswell Road to ensure pedestrian safety.
- Please refer to GDOT's "Regulations for Driveway and Encroachment Control" manual as an additional resource regarding access points to the site.

Jonathan Tuley

From: Mello, Joshua D. <JDMello@AtlantaGa.Gov>
Sent: Monday, September 10, 2012 9:20 AM
To: Jonathan Tuley
Subject: RE: DRI Review Notification - Chastain Mixed-Use (City of Sandy Springs, DRI #2290)
Attachments: 2012-09-07_Comments_DRI2290Chastain[COATransportPlan].pdf

Jon:

The City of Atlanta Transportation Planning Division staff has reviewed the site plan and preliminary report for DRI #2290 Chastain Mixed-use and we offer the following comments (also noted on attached mark-up of site plan. We recognize that most of this site is located outside the City of Atlanta city limits. However, we believe that trips to and from this development will terminate within the City of Atlanta and that many of these trips will impact the roadway network within the City of Atlanta.

- Development should include a complete urban street framework connecting Roswell Road (US 19/SR 9), West Wieuca Road and abutting commercial parcels along Roswell Road (US 19/SR 9). This street network should include horizontal traffic calming measures (i.e. roundabouts, chicanes, chokers, etc.) to control motor vehicle operating speeds and regulate traffic volumes. This street network is essential for the even distribution of trips and will greatly mitigate impacts to the intersection of Roswell Road (US 19/SR 9) and West Wieuca Road. The access to West Wieuca Road as currently designed is cumbersome, inadequate and will be difficult to navigate. This will create circulation and congestion issues.
- Buildings fronting Roswell Road (US 19/SR 9) should be moved closer to the street with all parking located behind the plane of the building façade. This will create an environment much more conducive to bicycling, walking and riding transit.
- Sidewalks should be constructed along all property frontages and clear and level walkways should connect the sidewalks to the building entrances within the development.
- As West Wieuca Road is designated as a Secondary Bicycle Connection in the *Connect Atlanta Plan*, the entrance to the development from West Wieuca Road should include provisions for bicyclists (i.e. bicycle boxes, bicycle lanes, bicycle ramps, signage for bicycle parking, etc.).
- As Roswell Road (US 19/SR 9) is designated as a Secondary Bicycle Connection in the *Connect Atlanta Plan*, we would recommend that a southbound on-road five-foot-wide bicycle lane be installed along the property frontage.
- As Roswell Road (US 19/SR 9) is designated as a bus rapid transit corridor in the *Concept3 Regional Long-Range Transit Vision* and *Connect Atlanta Plan*, we would recommend that the developer coordinate closely with MARTA staff to locate/relocate transit amenities (i.e. bus stop pads, benches, shelters, signs, queue-jump lanes, etc.) along the property frontage.

Joshuah D. Mello, AICP
Assistant Director of Planning - Transportation

Office of Planning | Department of Planning and Community Development
City of Atlanta | 55 Trinity Avenue SW, Suite 3350, Atlanta, GA 30303-0331

E-mail: jdmello@atlantaga.gov | Office: 404-330-6145 | Direct: 404-330-6785 | Mobile: 404-576-5282

From: Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]

Sent: Friday, August 24, 2012 5:21 PM

To: jud.turner@gaepd.org; 'mfowler@dot.ga.gov'; 'cindy.vandyke@dot.state.ga.us'; 'alware@dot.ga.gov'; 'richawilliams@dot.ga.gov'; 'ccomer@dot.ga.gov'; Hood, Alan C. (achood@dot.ga.gov); 'Mike.Lobdell@dot.state.ga.us'; 'reall@grta.org'; 'Julie McQueen'; 'wstinson@ltsmarta.com'; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; Parker, Angela; Dickerson, Patricia (PDickerson@SandySpringsga.gov); 'nvh@cobbandhyre.com'; Mello, Joshua D.; 'Stearns, Brennan'; 'Qawly, Shawanna'; 'eeter, Patrece (pgkeeter@dekalbcountyga.gov)

cc: Landuse; Jim Santo; Nathan Soldat; Jim Skinner; Sammie Carson; Carolyn Rader

Subject: DRI Review Notification - Chastain Mixed-Use (City of Sandy Springs, DRI #2290)

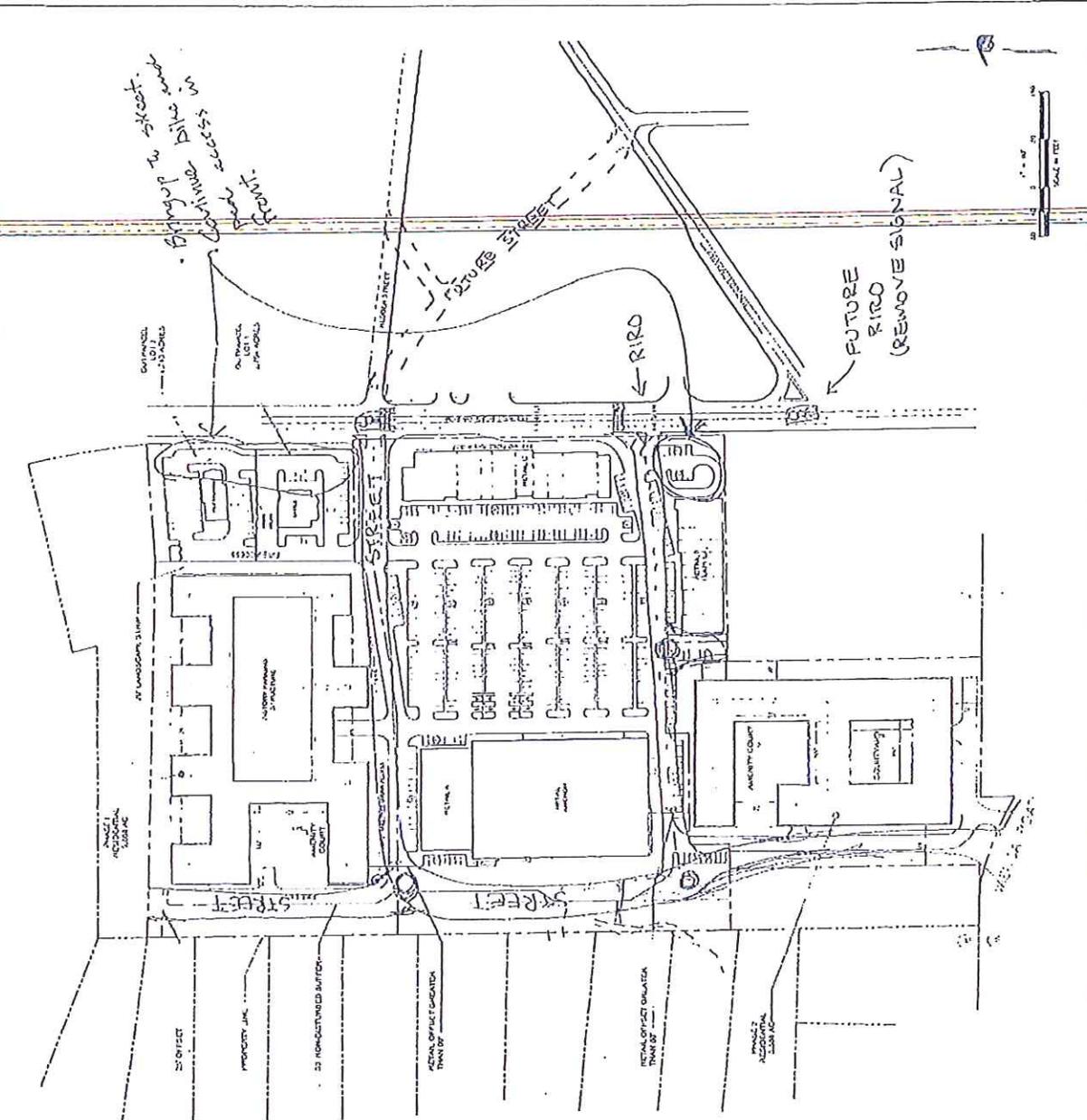
DiMello comments 09/10/12

WAKEFIELD BEASLEY & ASSOCIATES
 ARCHITECTS INTERIORS

5105 Pacific Avenue
 Portland, Oregon 97221
 503.227.2222
 503.227.2222
 503.227.2222
 503.227.2222



DATE: 07/27/2012
 DRAWING NO.: 120603.000
 PROJECT: PRELIMINARY SITE PLAN
 SHEET: PSP.007



SITE STATISTICS

TOTAL PARCEL SIZE	21,237 AC
RETAIL PARCEL SIZE	4,104 AC
RETAIL OFF-PARCEL SIZE (PHASE 1)	11,427 AC
RESIDENTIAL PARCEL SIZE (PHASE 2)	6,706 AC

RETAIL STATISTICS

TOTAL RETAIL	13,524 SF
MINIMUM RETAIL QTY SPACES PER 1000 SF	200 SPACES
PARKING PROVIDED	265 SPACES

OUT-PARCEL STATISTICS

OFFICE USE	3,700 SF
PARKING REQUIRED	20 SPACES
PARKING PROVIDED	20 SPACES
RESTAURANT USE	5,000 SF
PARKING REQUIRED	20 SPACES
PARKING PROVIDED	31 SPACES

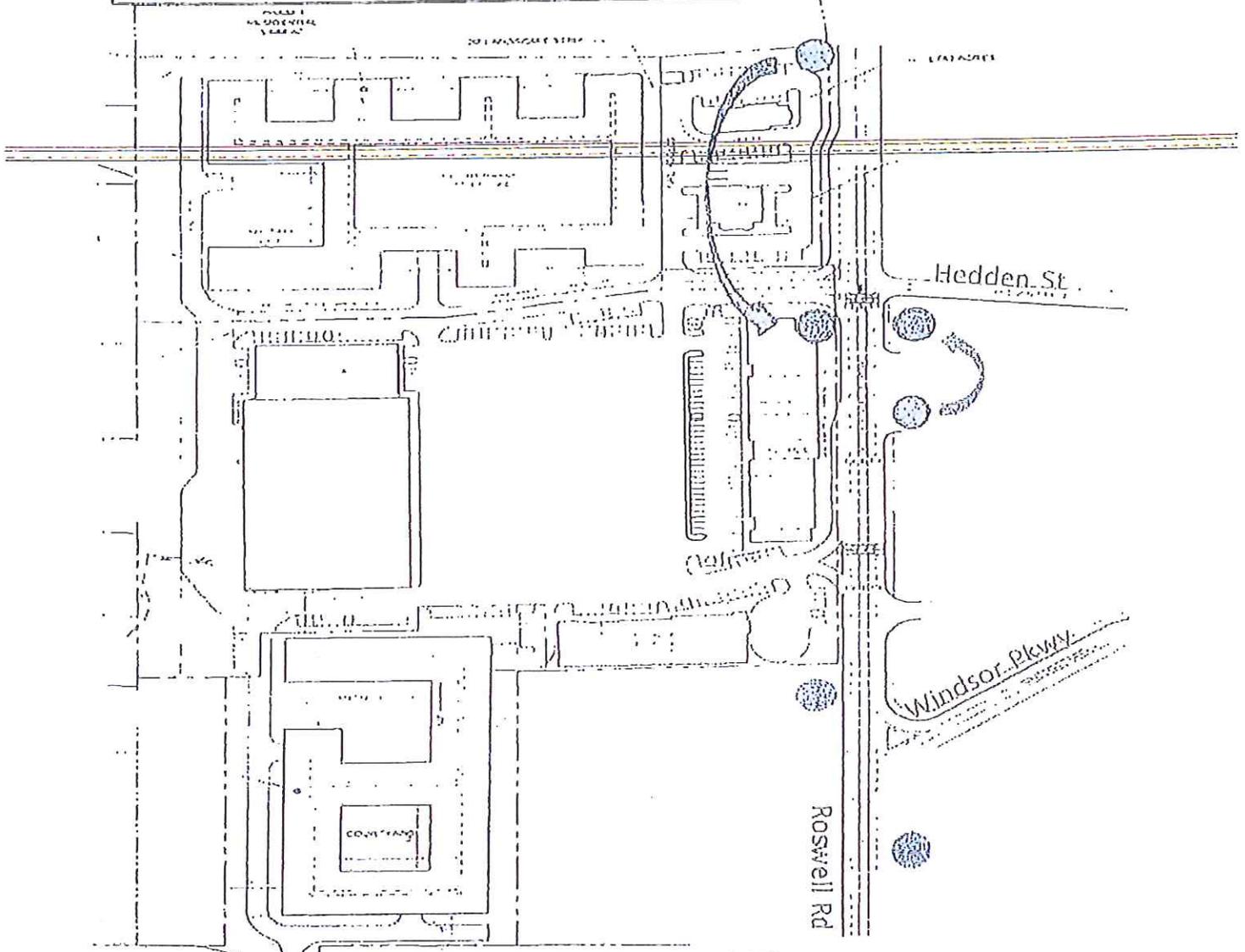
RESIDENTIAL STATISTICS

PHASE 1 BUILDING AREA	5 FLOORS BY PARADISE (TYPICAL) 5,000 LEASABLE SQUARE FEET 400 UNITS (ADVANCED STRAIGHT) = 300 SF
RESIDENTIAL UNITS	7 LEVELS OF PARKING Phase 1 contains 400 units in 200,000 sq ft with 200,000 sq ft of parking. Phase 2 contains 400 units in 200,000 sq ft with 200,000 sq ft of parking.
PHASE 2 BUILDING AREA	4 STORY OVER 2 LEVELS OF STRUCTURED PARKING 200,000 SQ FT BUILDING AREA 200,000 SQ FT BUILDING AREA 200,000 SQ FT BUILDING AREA
RESIDENTIAL UNITS	200 UNITS
TOTAL RESIDENTIAL UNITS	700 UNITS

Figure 1.

Recommended Improvements

DRI # 2290 Chastain Mixed Use.



Legend	
Existing Bus Stops	
Relocated Bus Stops	

DRI Initial Information Form

Project Size (# of units, floor area, etc.):	119,949 SF Retail/Office/Restaurant/Bank & 700 Residential Units
Developer:	JLB Partners, LP
Mailing Address:	3715 Northside Parkway
Address 2:	Suite 4-200
	City:Atlanta State: GA Zip:30327
Telephone:	678-855-7900
Email:	hhocks@jlbpartners.com
Is property owner different from developer/applicant?	
If yes, property owner:	Roswell Windsor, LTD
Is the proposed project entirely located within your local government's jurisdiction?	
If no, in what additional jurisdictions is the project located?	City of Atlanta
Is the current proposal a continuation or expansion of a previous DRI?	
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	
Is this project a phase or part of a larger overall project?	
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2013 Overall project: 2015
Back to Top	

Water Supply

Name of water supply provider for this site: City of Allenton

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.135 MGD (Est. increase over current flow)
will be 0.0515 MGD

Is sufficient water supply capacity available to serve the proposed project? (not selected) Yes No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Fulton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.135 MGD (Est. increase over current flow)
flow will be 0.0515 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? (not selected) Yes No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)
Total Daily weekday Trips = 6,001
Total Saturday Daily Trips = 10,559
Daily AM Peak hour total = 441 ; Daily PM Peak hour total = 776

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? (not selected) Yes No

Are transportation improvements needed to serve this project? (not selected) Yes No TBD

If yes, please describe below:

→ Sat. Daily Peak hour total = 763
Traffic study is underway

**Rezoning Impact Statement
Fulton County School System**

PETITION: 201201766

JURISDICTION:

USE # UNITS	
SF	0
TR / Condo	0
MF	700

HOME SCHOOL	ESTIMATED # STUDENT GENERATED	CAPACITY ¹	PROJECTED ENROLLMENT ²	PROJECTED UNDER/OVER CAPACITY ³	# PORTABLE CLASSROOMS	CAN FACILITY MEET DEMAND?*																																													
High Point ES	218 to 459	850	857 to 909	7 to 59	3	NO																																													
Ridgeview MS	42 to 85	1200	1,070 to 1,136	-130 to -64	0	NO																																													
Riverwood HS	70 to 125	1325	1,652 to 1,754	327 to 429	3	NO																																													
TOTAL	330 to 669																																																		
<p>HS REGION: Riverwood HS</p> <p align="center">AVERAGE + 1 STD. DEV.</p> <table border="0"> <tr> <td>One single family unit generates:</td> <td>0.074927</td> <td>to</td> <td>0.172316</td> <td>elementary school students per unit</td> </tr> <tr> <td></td> <td>0.016288</td> <td>to</td> <td>0.049691</td> <td>middle school students per unit</td> </tr> <tr> <td></td> <td>0.057476</td> <td>to</td> <td>0.139399</td> <td>high school students per unit</td> </tr> <tr> <td>One multifamily or apartment unit generates:</td> <td>0.311914</td> <td>to</td> <td>0.655484</td> <td>elementary school students per unit</td> </tr> <tr> <td></td> <td>0.059433</td> <td>to</td> <td>0.121822</td> <td>middle school students per unit</td> </tr> <tr> <td></td> <td>0.100613</td> <td>to</td> <td>0.178167</td> <td>high school students per unit</td> </tr> <tr> <td>One residential town home unit generates:</td> <td>0.037075</td> <td>to</td> <td>0.082516</td> <td>elementary school students per unit</td> </tr> <tr> <td></td> <td>0.009549</td> <td>to</td> <td>0.025481</td> <td>middle school students per unit</td> </tr> <tr> <td></td> <td>0.05447</td> <td>to</td> <td>0.11755</td> <td>high school students per unit</td> </tr> </table>							One single family unit generates:	0.074927	to	0.172316	elementary school students per unit		0.016288	to	0.049691	middle school students per unit		0.057476	to	0.139399	high school students per unit	One multifamily or apartment unit generates:	0.311914	to	0.655484	elementary school students per unit		0.059433	to	0.121822	middle school students per unit		0.100613	to	0.178167	high school students per unit	One residential town home unit generates:	0.037075	to	0.082516	elementary school students per unit		0.009549	to	0.025481	middle school students per unit		0.05447	to	0.11755	high school students per unit
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	0.05447	to	0.11755	high school students per unit																																															
AVERAGE OPERATIONAL COST PER STUDENT:		PORTION STATE AND OTHER REVENUE SOURCES: \$/bd																																																	
TOTAL COST:\$/na		PORTION LOCAL REVENUE SOURCES: \$/bd																																																	

¹ Updated Georgia Department of Education state capacity.

² Projected enrollment is for fall of the 2013-14 school year based on forecasted enrollment.

³ Positive values indicate numbers of students a facility is over state capacity / negative values indicate number of students a facility is under state capacity.

* State capacity indicates space. However due to the number of special programs at the school, portable classrooms may be needed to accommodate the instructional needs of the school.

** Impact based on 2013-14 school boundaries

COMMENTS ON PUBLIC SERVICES AND UTILITIES

NOTE: Various Fulton County departments or divisions that may or may not be affected by the proposed development provide the following information. Comments herein are based on the applicant's conceptual site plan and are intended as general non-binding information and in no manner suggest a final finding by the commenter. All projects, if approved, are required to complete the City of Sandy Springs and the Fulton County Plan Review process prior to the commencement of any construction activity.

WATER AND WASTEWATER (SEWER):

WATER:

Anticipated water demand: 100 gallons per day (gpm) per 1,000 square feet x 111,997 square feet (retail space) = 11,200 gallons per day

Anticipated water demand: 100 gallons per day (gpm) per 1,000 square feet x 4,000 square feet (office space) = 400 gallons per day

Anticipated water demand: 270 gallons per day (gpm) x 700 residential units = 189,000 gallons per day

Total Anticipated water demand: 11,200 gallons per day plus 400 gallons per day plus X 189,000 gallons per day = 200,600 gallons per day

This project is within the City of Atlanta water jurisdiction.

SEWER:

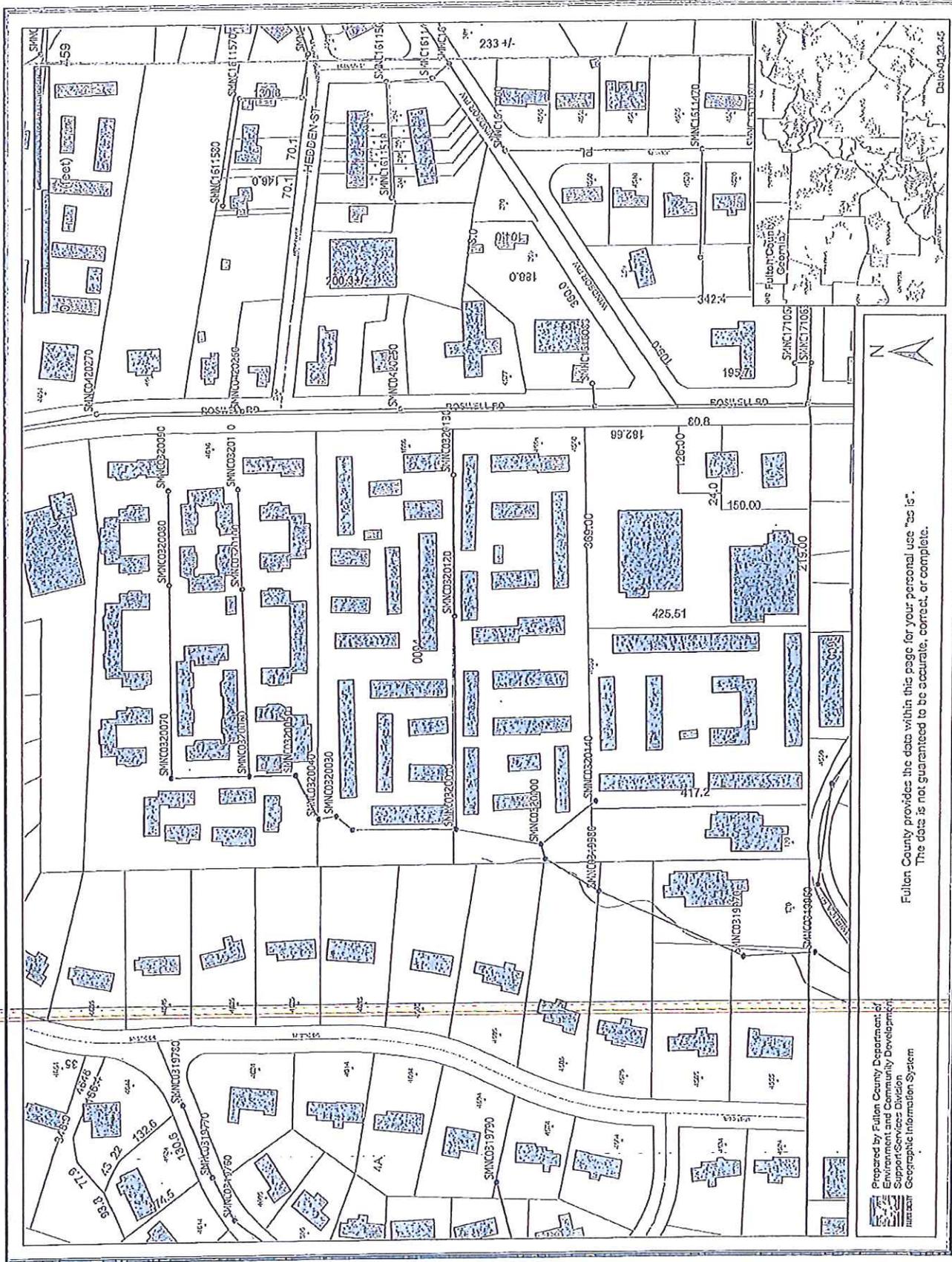
Basin: Nancy Creek

Treatment Plant: R.M. Clayton Treatment facility (City of Atlanta)

Anticipated sewer demand: 180,540 gallons per day

There are fifteen wastewater manholes within the project boundary of the existing apartment complex 4550, 4558, 4586 and 4616 Roswell Road (sewer manhole # SMNC0320090 to sewer manhole # SMNC0320140) located in Land Lot 94, District 17.

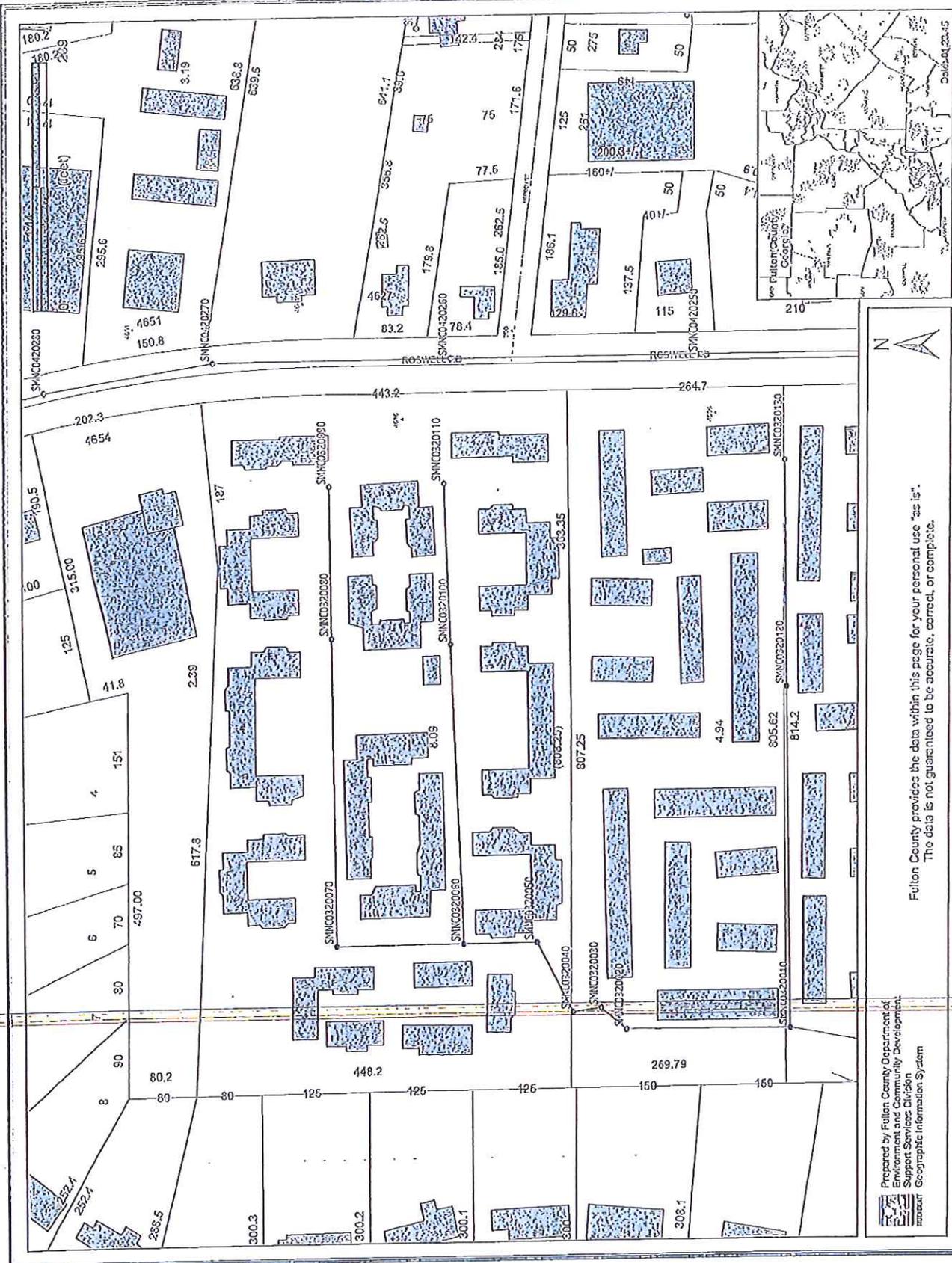
Comments: This information does not guarantee that adequate sewer capacity is available at this time or will be available upon application of permits. Please contact the Department of Public Works for more information.



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 Environment and Community Development
 Support Services Division
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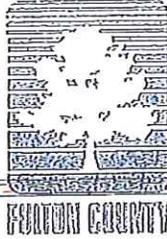
Date: 04-23-2015



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 Support Services Division
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Dept. of Water Resources (Public Works)
141 Pryor Street, S.W., Suite 6001
Atlanta, GA 30303
Telephone: (404) 730-7400
Fax: (404) 224-0978



Kim Suwanarpa, P.E.
Interim Director

August 6, 2012

Ms. Tara Payne
Foresite Group, Inc.
2128 Moores Mill Road, Suite C
Auburn, Alabama 36830

Subject: 8.090 Acre Tract: 17 -0094-0001-069-5 (4616 Roswell Road, Sandy Springs, 30342)

File: 317.012012

Dear Ms. Tara Payne:

The above subject property is located in the Nancy Creek Sewer Service Area. Sewage treatment capacity is currently available. There are seven sewer manholes located within the property boundaries of 4616 Roswell Road (Sewer manholes # SMNC0320040 to # SMNC0320090) located in land lot 94, district 17.

The City of Atlanta operates the potable water system for this area. Please contact that jurisdiction for verification of water service.

Sincerely,


Lanier Lambert
Engineering Administrator
Water Services Division



M E M O R A N D U M

To: Bennett White, Chief Engineer
 David Adams, Fire Protection Engineer
 Michael Barnett, Chief Environmental Compliance Officer
 Johnny Lawler, Manager of Building and Development
 Sandra DeWitt, City Arborist
 Robert Wheeler, Building Officer
 Kevin Walter, Director of Public Works
 Kristen Wescott, Transportation Planner
 Al Ferrell, Code Enforcement Manager

From: Patrice S. Dickerson, Manager of Planning and Zoning

cc: Linda Abaray, Senior Planner

Date: September 27, 2012

Re: Focus Meeting - Preliminary Zoning Agenda

Please be advised, the material details the zoning petitions received on or before the September 4, 2012 submittal deadline. We are writing to solicit your comments with regard to these applications. If you have not received full sized plans please contact our division.

We will be holding a Focus Meeting on Wednesday, October 3, 2012 at 11:00 a.m. in the Department of Community Development to collect your comments. Please submit your comments to Linda Abaray by e-mail no later than October 12th. Thank you for your attention to this matter.

Zoning Agenda		Council District	Meeting Dates**	Staff Recommendation	Planning Commission Recommendation
Rezoning					
1.	201201766 4550, 4558, 4586, & 4616 Roswell Road Applicant: JLB Partners, L.P. *To rezone the subject property from A-1 (Apartment District) conditional to MIX (Mixed Use District) to allow the development of mixed-use residential, office, and commercial project, with a use permit to exceed the maximum district height and with concurrent variances.	6	DRB -- 9/25/12 CZIM -- 9/27/12 CDRM -- 10/25/12 PC -- 11/15/12 MCC -- 12/18/12	TBD	TBD
Zoning Modifications					
2.	201202129 5730 Glenridge Drive Applicant: 5730 Glenridge Partners, LLC *To modify conditions #4 to allow access the twenty-five (25) natural undisturbed buffer and deleting condition #6 of zoning case Z79-0074.	5	DRB -- N/A CZIM -- 9/27/12 MCC -- 11/20/12	TBD	TBD

** Meeting Codes: CZIM - Community Zoning Information Meeting; DRB - Design Review Board; CDRM - Community/Developer Resolution Meeting; PC - Planning Commission; MCC - Mayor and City Council



Rezoning Petition No. 201201766

HEARING & MEETING DATES

Community Zoning Information Meeting	Community Developer Resolution Meeting	Planning Commission Hearing	Mayor and City Council Hearing
September 27, 2012	October 25, 2012	November 15, 2012	December 18, 2012

APPLICANT/PETITIONER INFORMATION

Property Owners Roswell Windsor LTD	Petitioner JLB Partners L.P.	Representative Nathan V. Hendricks
--	---------------------------------	---------------------------------------

PROPERTY INFORMATION

Address, Land Lot, and District	4550, 4558, 4586, and 4616 Roswell Road Land Lot 94, District 17
Council District	6
Frontage and Area	Approximately 971.32 feet of frontage along the west side of Roswell Road and approximately 144 feet of frontage along the north side of West Wieuca Road. The subject property has a total area of 22± acres.
Existing Zoning and Use	A-1 (Apartment Dwelling District)
Overlay District	Suburban District
2027 Comprehensive Future Land Use Map Designation	LWN (Living-Working Neighborhood)
Proposed Zoning	MIX (Mixed Use District)

INTENT

To rezone the subject property from A-1 (Apartment Dwelling District) to MIX (Mixed Use District) to construct a Mixed Use development.

Additionally, the applicant is requesting one use permit and two (2) concurrent variances from the Zoning Ordinance and Stream Buffer Protection Ordinances as follows:

Use Permit

1. Use Permit from section 19.4.5 to exceed the Mixed Use District height from sixty (60) feet to eight-four (84) feet.

Variances

1. Variance from Section 109-225.a 1 and 2 of the Stream Buffer Protection Ordinance to reduce the 75 foot buffer and setback requirements (50 foot undisturbed natural buffer and 25 foot impervious surface setback) to forty-four (44) to allow for the construction of a driveway.
2. Variance from Section 33.26.H.1 to allow an additional monument sign along the Roswell Road frontage.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

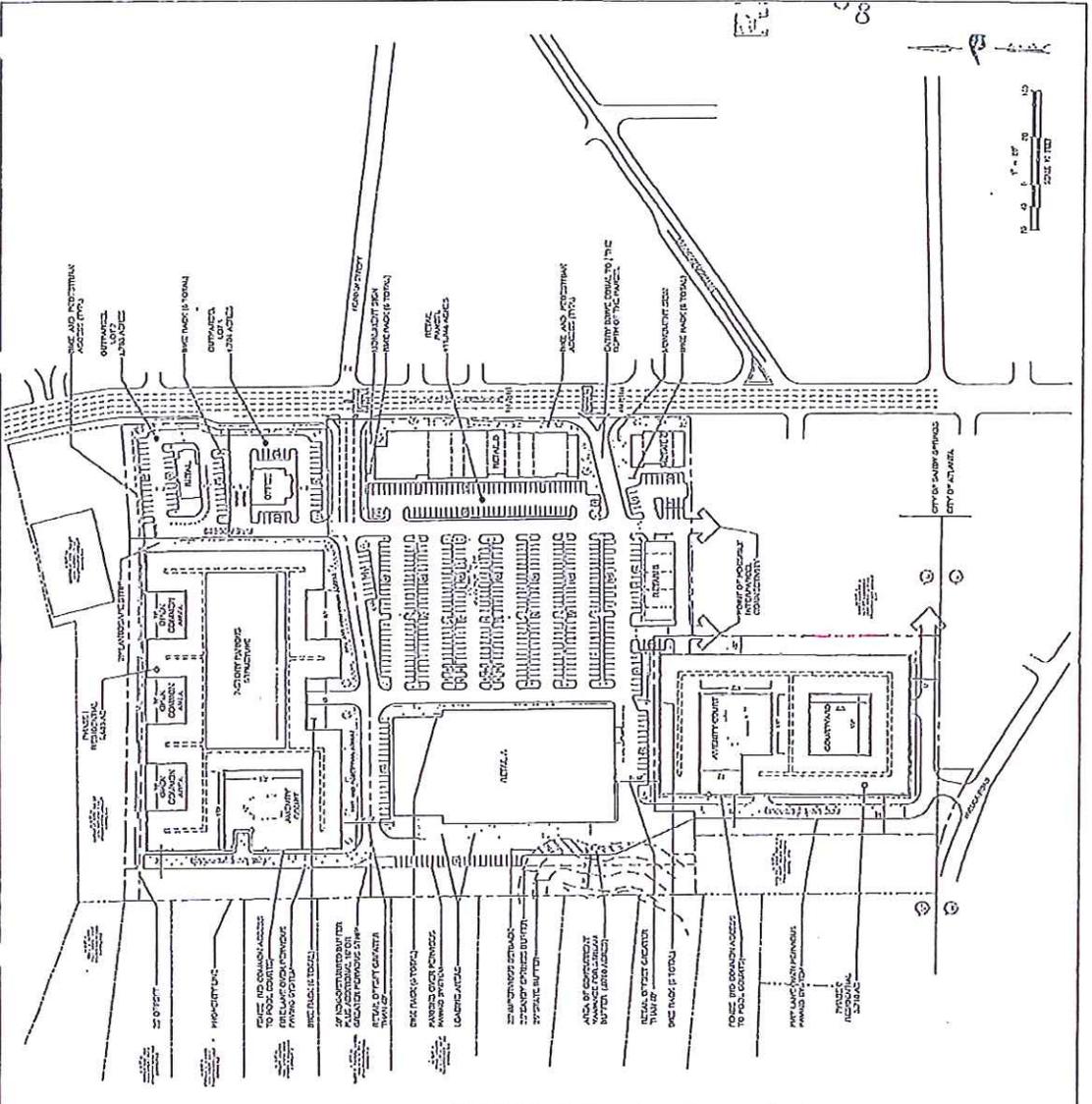
RZ201201766 - TBD
 U201201766 - TBD
 CV201201766 #1- TBD
 CV201201766 #2- TBD

WAKEFIELD BEASLEY & ASSOCIATES
 ARCHITECTS INTERIORS
 222 Ashley Lane
 Albany, NY 12212
 518 435 2222
 222 222 2222
 222 222 2222
 222 222 2222

Subordinate Office
 222 222 2222
 222 222 2222
 222 222 2222

2012.07.16

PSP.008
 PRELIMINARY SITE PLAN
 CITY OF ALBANY
 222 222 2222



SITE STATISTICS	
TOTAL PAVED AREA	100,000

SURFACE STATISTICS	
ASPHALT	100,000
CONCRETE	100,000
GRAVEL	100,000
LANDSCAPING	100,000

OPERATIONS SURFACE CHART	
TOTAL AREA OF OPERATIONS SURFACES	100,000
TOTAL AREA OF OPERATIONS SURFACES	100,000
TOTAL AREA OF OPERATIONS SURFACES	100,000
TOTAL AREA OF OPERATIONS SURFACES	100,000

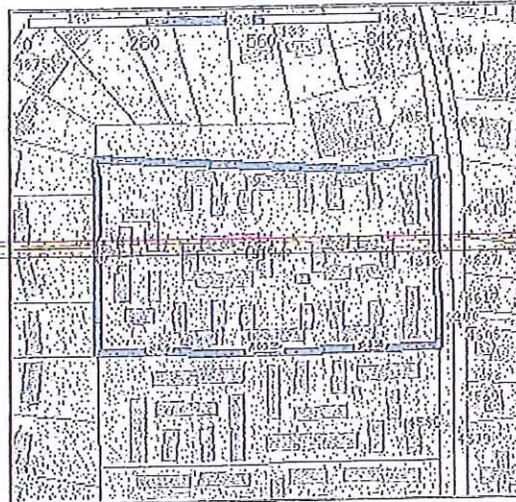
SCHEDULE OF CONCURRENT VARIANCES	
VARIANCE 1	100,000
VARIANCE 2	100,000
VARIANCE 3	100,000

LEZIE PERMIT CALCULATED	
LEZIE PERMIT CALCULATED	100,000
LEZIE PERMIT CALCULATED	100,000

Report for Tax Digest 2010

Tax Digest **2010**

Tax Digest	2010
Parcel Id Number	17-0094-0001-069-5
Property Address	4616 ROSWELL RD
Owner Name	STEWART ALEENE H ET AL
Mailing Address	P O BOX 450233 ATLANTA GA 31146



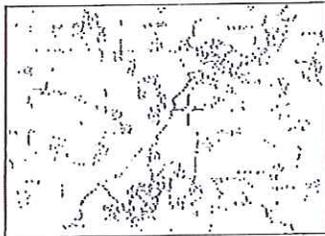
Tax Digest Not Yet Complete
Try earlier Digests for more info

Tax District	59 (Sandy Springs)
Market Value	\$ 10,000,000
Assessment	\$ 4,000,000

City of Atlanta Exemption Code
Fulton County Exemption Code

Land Assessment	
Improvement Assessment	
Land Size (acres)	8.090
Property Class	C4
Landuse Class	2B1

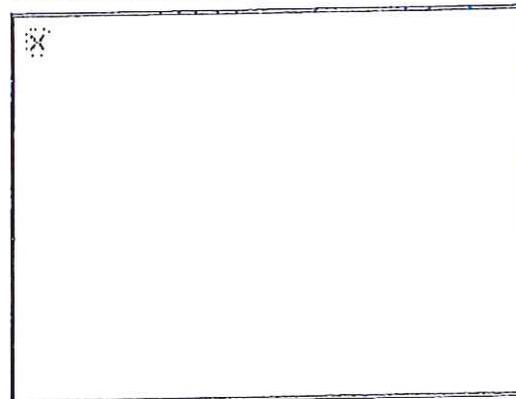
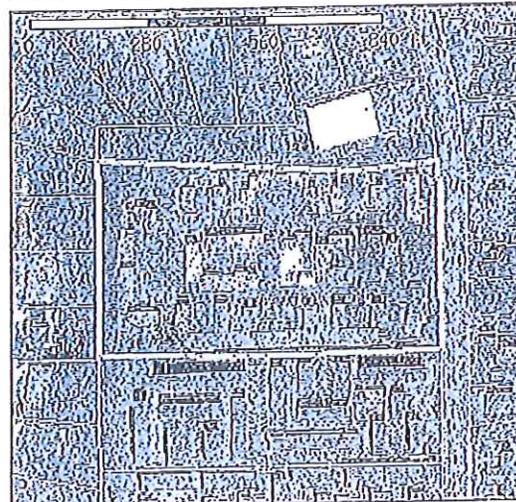
[More info from www.fultonassessor.org](http://www.fultonassessor.org)



Red markers indicate location
of property in Fulton County



Information provided by the
Fulton County Board of Assessors

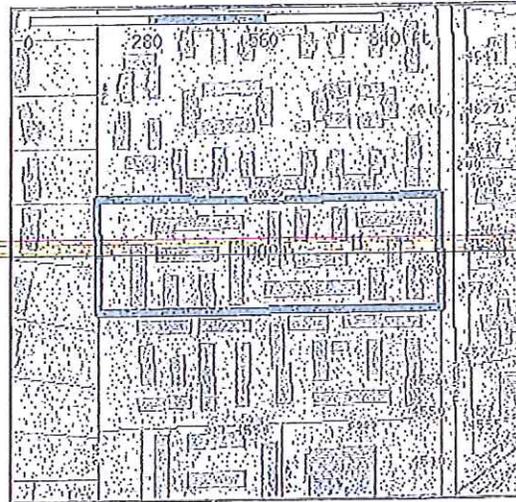


click image to enlarge

Report for Tax Digest 2010

Tax Digest [2010]

Tax Digest	2010
Parcel Id Number	17-0094-0001-089-3
Property Address	4586 ROSWELL RD
Owner Name	ROSWELL WINDSOR LTD
Mailing Address	P O BOX 450233
	ATLANTA GA 31145 0233



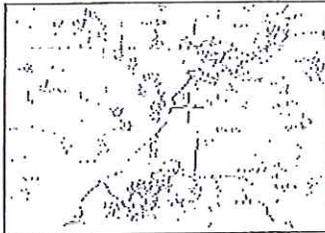
Tax Digest Not Yet Complete
Try earlier Digests for more info

Tax District	59 (Sandy Springs)
Market Value	\$ 5,757,500
Assessment	\$ 2,303,000

City of Atlanta Exemption Code
Fulton County Exemption Code

Land Assessment	
Improvement Assessment	
Land Size (acres)	4.940
Property Class	C4
Landuse Class	2B1

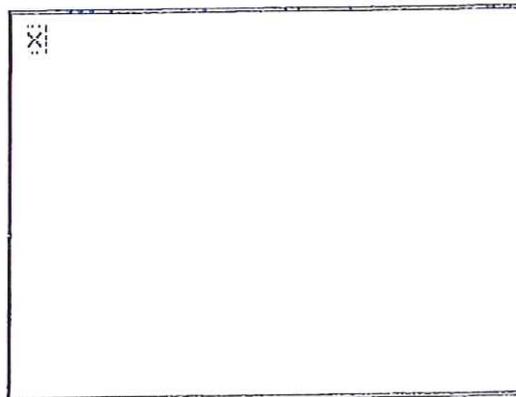
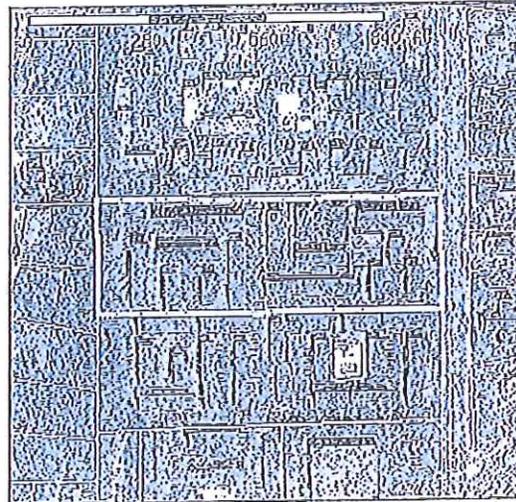
[More info from www.fultonassessor.org](http://www.fultonassessor.org)



Red markers indicate location
of property in Fulton County



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Fulton County Board of Assessors

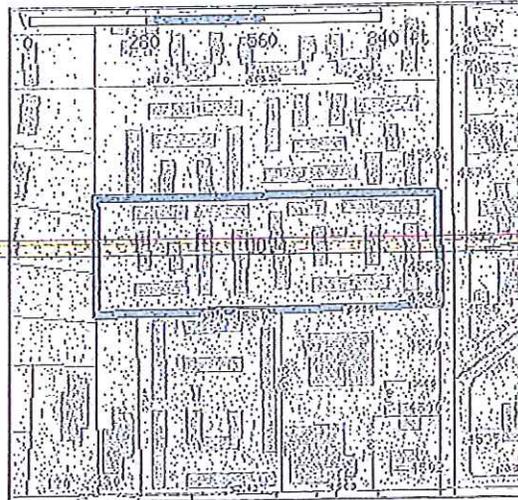


click image to enlarge

Report for Tax Digest 2010

Tax Digest **2010** ▾

Tax Digest	2010
Parcel Id Number	17-0094-0001-090-1
Property Address	4558 ROSWELL RD
Owner Name	ROSWELL WINDSOR LTD
Mailing Address	P.O. BOX 450233
	ATLANTA GA 31145



Tax Digest Not Yet Complete
Try earlier Digests for more info

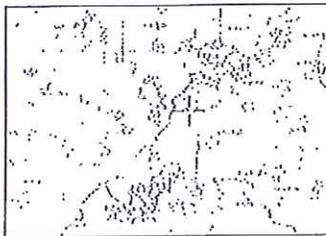
Tax District	59 (Sandy Springs)
Market Value	\$ 5,296,000
Assessment	\$ 2,118,760

City of Atlanta Exemption Code
Fulton County Exemption Code

Land Assessment
Improvement Assessment

Land Size (acres)	4.950
Property Class	C4
Landuse Class	2B1

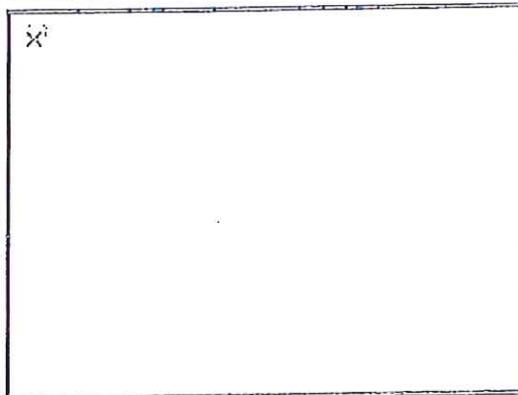
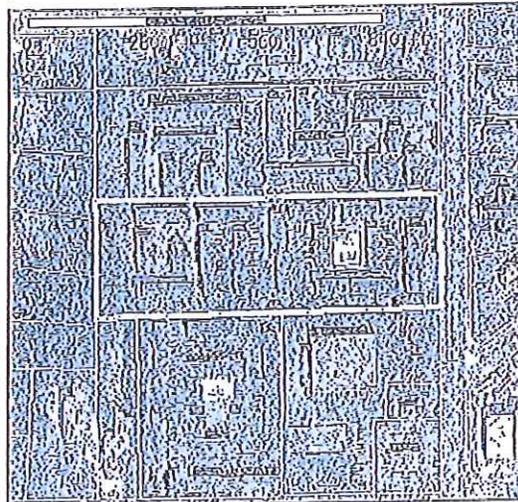
[More Info from www.fultonassessor.org](http://www.fultonassessor.org)



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of property in Fulton County



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Fulton County Board of Assessors



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Report for Tax Digest 2010

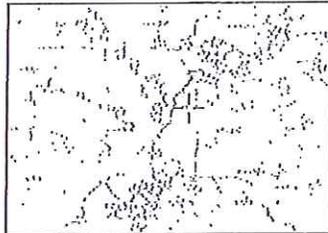
Tax Digest 2010

Tax Digest	2010
Parcel Id Number	17 -0094-0001-007-9
Property Address	4550 ROSWELL RD
Owner Name	ROSWELL WINDSOR LTD
Mailing Address	P O BOX 450233
	ATLANTA GA 31145 0233

Tax Digest Not Yet Complete
Try earlier Digests for more info

Tax District	59 (Sandy Springs)
Market Value	\$ 4,145,600
Assessment	\$ 1,658,240
City of Atlanta Exemption Code	
Fulton County Exemption Code	
Land Assessment	
Improvement Assessment	
Land Size (acres)	3.070
Property Class	C4
Landuse Class	2B1

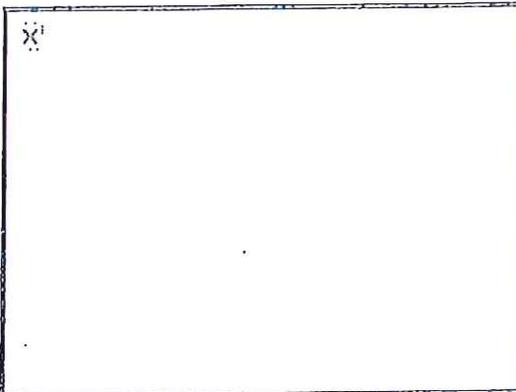
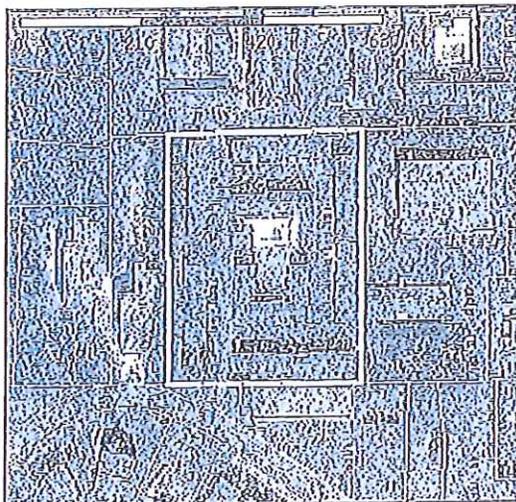
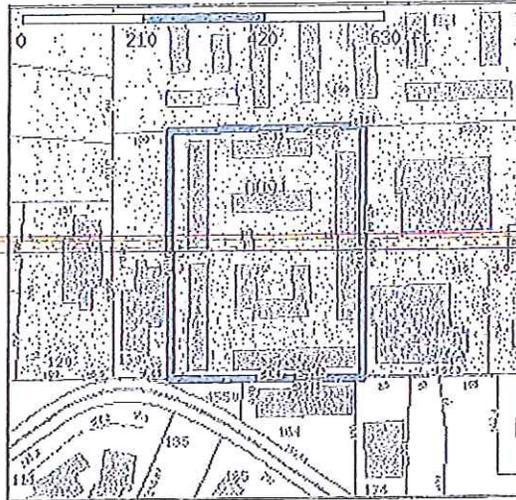
[More info from www.fultonassessor.org](http://www.fultonassessor.org)



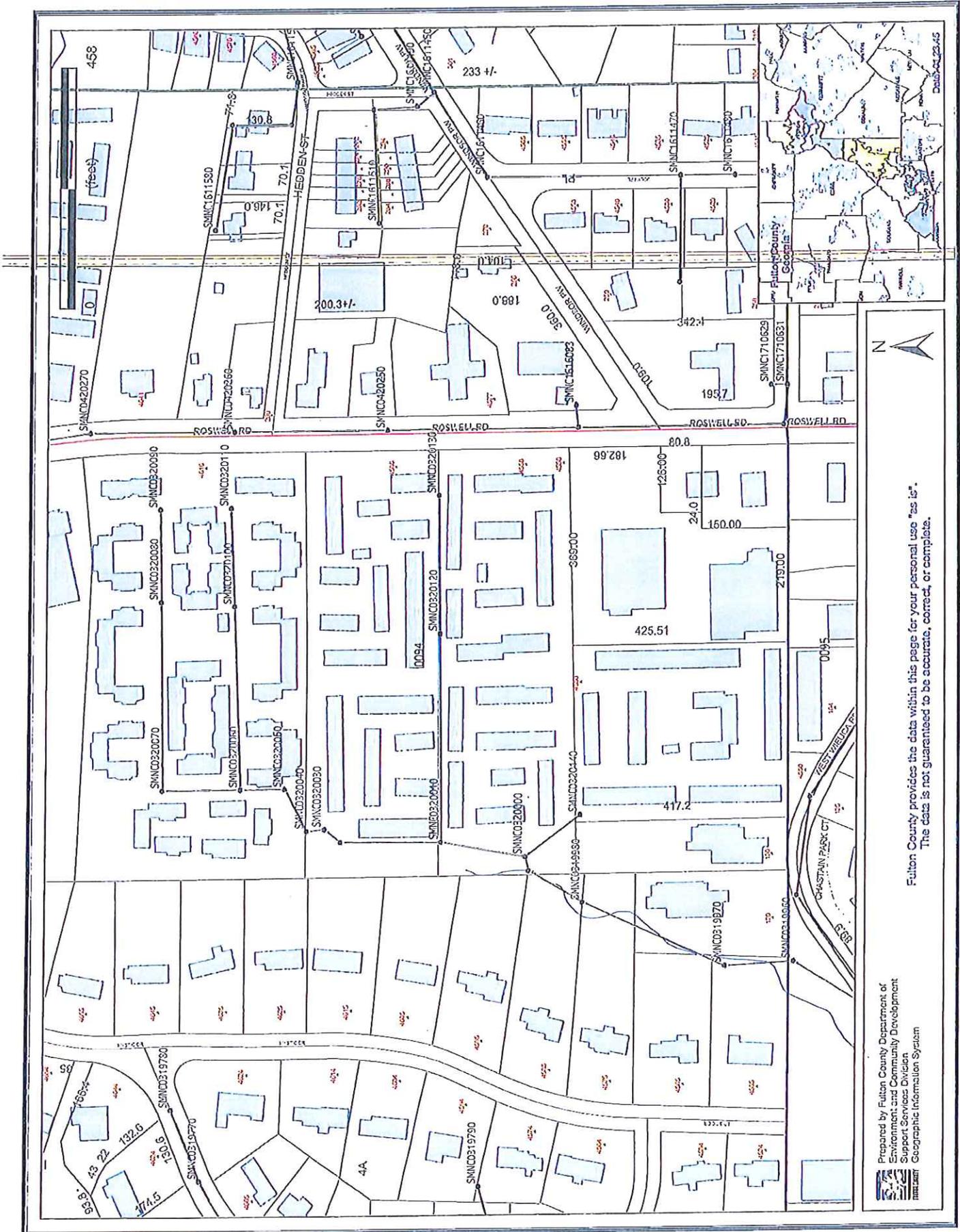
Red markers indicate location
of property in Fulton County



Information provided by the
Fulton County Board of Assessors



click image to enlarge



Prepared by Fulton County Department of
 Environment and Community Development
 Support Services Division
 Geographic Information System

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 The data is not guaranteed to be accurate, correct, or complete.



MEMORANDUM

TO: Patrice S. Dickerson, Manager of Planning & Zoning
City of Sandy Springs, Department of Community Development

FROM: Monica Robinson, B.S., M.B.A., Environmental Planner
Department of Health Services, Office of the Director

DATE: October 19, 2012

SUBJECT: Zoning Comments for 201201766 & 201202129

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OCT 31 2012
City of Sandy Springs
Community Development

AGENDA ITEM	ZONING COMMENTS
201201766	<p>The Fulton County Department of Health Services recommends that the applicant be required to connect the proposed mixed-use development to public water and public sanitary sewer available to the site.</p> <p>Since this proposed development constitutes a premise where people work, live, or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy.</p> <p>This mixed-use development must comply with the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 – Health and Sanitation, Article III – Smokefree Air. If a facility that serves persons under the age 18 is a part of this development, then no smoking will be allowed on the premises of that facility at any time.</p> <p>If this proposed development includes a food service facility in accordance with the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 – Health and Sanitation, Article V – Food Service, the owner must submit kitchen plans for review and approval by this department before</p> <p>Since this proposed development includes a public swimming pool as defined in the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 – Health and Sanitation, Article XII – Swimming Pools and Natural Bathing Beaches including spas, whirlpools, etc., the owner or contractor must submit plans for review and approval by this department and must obtain a Department of Health Services permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Department of Health Services permit to operate the pool prior to opening.</p> <p>If a tourist accommodation, as defined in the Department of Human Resources rules and regulations for tourist accommodations as adopted by Fulton County as the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 – Health and Sanitation, Article XIII – Tourist Accommodations, is proposed, the Fulton County Department of Health Services requires that the owner or contractor must submit plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a tourist accommodation permit prior to opening.</p> <p>This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.</p>
201202129	<p>The Fulton County Department of Health Services does not anticipate any health problems with the modifications to the conditions of the Fulton County Petition Z79-0074 as proposed so long as the design of the pedestrian and vehicular intersections minimizes the risk of injury and improves traffic flow in the immediate area.</p>

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LETTER OF INTENT

The property contains approximately 21.246 acres and is bounded by Roswell Road on the north, Wieuca Road to the south (the "Property"). The Property is currently zoned to the A-1 Community Development and the Applicant requests a rezoning to the MIX Classification.

The Applicant intends to develop a residential "For Rent" multi-family component of 700 units with 350 units being in Phase 1. This results in a residential "For Rent" multi-family density of 32.95 units per acre. There shall also be a commercial/retail component consisting of 90,000 square feet which results in a commercial/retail density of 4,236.09 square feet per acre with an additional office component of 30,000 square feet which results in an office density of 1,412.03 square feet per acre. In order to construct the multi-family residential buildings with a minimum of 10 foot ceiling heights for the units and to accommodate the associated parking structures, the Applicant requests, pursuant to Article 19.4.5, a Use Permit to exceed the height limitation of 60 feet and to allow heights up to 84 feet. The Applicant requests a stream buffer Variance into the stream buffers along the westerly portion of the Property as shown on the Site Plan simultaneously herewith. It is to be noted that the Applicant, as part of its development, shall be removing existing paving and improvements from areas both in the 25 foot impervious stream buffer, as well as the 25 foot non-disturbance stream buffer where encroachment currently exists. This stream buffer Variance is made pursuant to Article 109.225. In order to overcome the hardship of safely advising the travelling public along Roswell Road of access to the development, given the heavy volume of traffic along Roswell Road, particularly at a.m. and p.m. peaks, pursuant to Article 33.26.H.1, the Applicant requests a Variance for a second monument sign along Roswell Road. Given the approximate 1,000 feet of frontage along Roswell Road, the Variance Request is entirely appropriate. The Applicant also requests Variances to allow encroachment into the 50 foot Rear Undisturbed Buffer and the associated 10 foot Improvement Setback along the rear of the site. These Variances will allow the Applicant to demolish existing site improvements within these areas and allow the replanting and refurbishment of the two buffers. These Variance requests are made pursuant to Article 4.23.1. Finally, the Applicant requests a Variance for the residential parking decks to allow for a reduction in the required parking for the residential portion of the property to be calculated using a standard for Residential, Multifamily Dwelling Units denoted in Article XVIII, Section 18.2.1, Off Street Parking and Loading, of Sandy Springs' Zoning Ordinance, to the 1.75 stalls per each 2 bedroom unit (versus 2.0 stalls) and 1.25 stalls for each 1 bedroom unit (versus 1.4 stalls). The proposed residential component for this project has created a compact footprint for the units and associated parking in order to avoid any impacts to the large buffers required between this development and the neighboring residential community. These significant buffers create a hardship in utilizing the property to its full extent. The parking structures have been designed to meet a standard that matches market requirements for this type of product. This results in a more efficient deck that can be constructed using less resources while creating a more compact impervious area within the project. This also allows the structures to be built with less height. The development's mixed use nature encourages less vehicle trips and promotes more pedestrian and bicycle access.

All of the Concurrent Variance Requests comply with the policies and intent of the Zoning Ordinance and the failure to approve same would place an unreasonable hardship on the Applicant without any resulting benefits to the general public. The proposed use does comply with the integration of uses suggested by the Live/Work Neighborhood designation; however, it exceeds the density level of development

suggested under the Live/Work designation. However, the development exceeds both the green space and open space requirements of the Live/Work Regional designation. The proposed use does comply with the Economic Revitalization plans adopted by the City Council to improve and revitalize areas of the City, such as the one that is the subject of this Application for Rezoning, Use Permit and Concurrent Variances. Thus, this Application for Rezoning, Use Permit and Concurrent Variances is entirely appropriate and the appropriateness of this Application and the constitutional assertions of the Applicant are more particularly stated and set forth on Exhibit "A" attached hereto and, by reference, made a part hereof.

In its development of the "For Rent" multi-family units, the Applicant shall construct the units with a minimum interior height of 10 feet and shall utilize granite or a comparable material for counter tops and stainless steel fronts on appliances. Lastly, it is to be noted on the Site Plan that the Applicant requests drive-throughs to be associated with restaurant, banking and pharmacy uses.

In conclusion, this Application for Rezoning, Use Permit and Concurrent Variances represents a development proposal that is significant for the City of Sandy Springs and will create a real sense of community at one of the true Gateways to the City.

Now, therefore, the Applicant requests that this Application for Rezoning, Use Permit and Concurrent Variances be approved as submitted in order that the Applicant be able to proceed with the lawful use and development of the Property.

APPLICANT:

JLB Realty LLC

By: _____

Hudson Hooks
Its: Manager

Nathan V. Hendricks III
Attorney for the Applicant

6085 Lake Forrest Drive
Suite 200
Sandy Springs, Georgia 3-328
(404) 255-5161

Exhibit "A"

APPROPRIATENESS OF APPLICATION
AND
CONSTITUTIONAL ASSERTIONS

The portions of the Zoning Resolution of the City of Sandy Springs as applied to the subject Property which classify or may classify the Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Zoning Resolution of the City of Sandy Springs to the Property which restricts its use to any classification other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary and capricious act by the Sandy Springs City Council without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

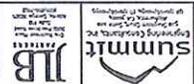
A refusal by the Sandy Springs City Council to rezone the Property as proposed by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the subject Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting the Applicant's utilization of the subject Property would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

Any rezoning of the Property without the simultaneous approval of the Use Permit and Concurrent Variances requested would also constitute an arbitrary, capricious and discriminatory act and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

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JUN 30 2013

City of Sandy Springs
Community Development

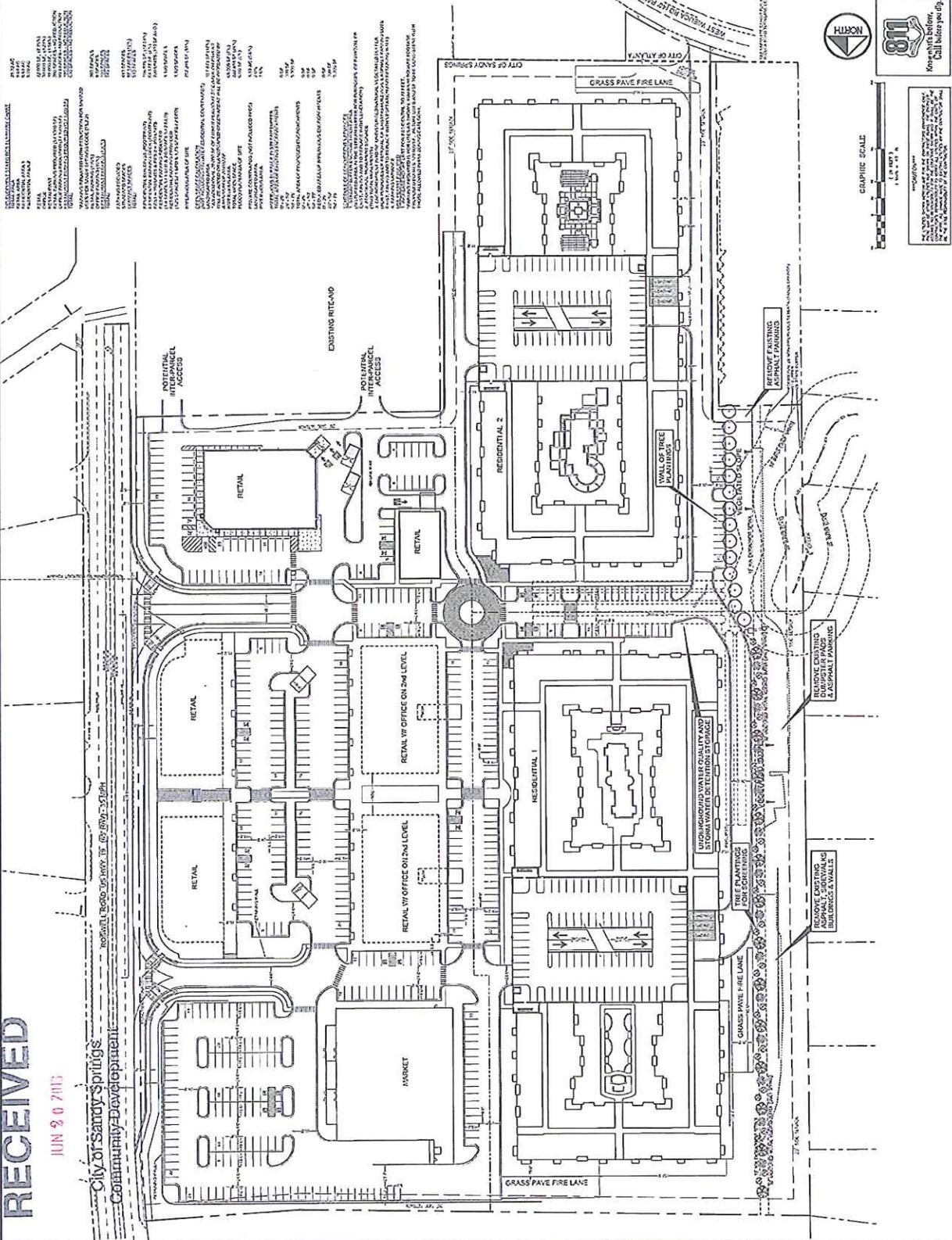


CORE PROPERTY
Summit
Sandy Springs, GA

Scale:	1" = 10' - 0"
Date:	06/11/13
Drawn By:	MM
Checked By:	MM
Client:	Summit
Project:	Sandy Springs Gateway
Sheet:	1 of 1

SITE PLAN
SANDY SPRINGS GATEWAY
CITY OF SANDY SPRINGS
FLATON COUNTY, GEORGIA

Drawing No.
1 OF 1



811
Know what's below.
Call before you dig.

GRAPHIC SCALE
1" = 10' - 0"

NOTES:
1. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
2. THE USER SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO ANY CONSTRUCTION.
3. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY SPRINGS AND FLATON COUNTY, GEORGIA.
4. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY SPRINGS AND FLATON COUNTY, GEORGIA.
5. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANDY SPRINGS AND FLATON COUNTY, GEORGIA.

LEGEND

EXISTING UTILITIES
NEW UTILITIES
EXISTING PAVEMENT
NEW PAVEMENT
EXISTING CURBS
NEW CURBS
EXISTING WALLS
NEW WALLS
EXISTING FENCES
NEW FENCES
EXISTING SIGNAGE
NEW SIGNAGE
EXISTING LIGHTS
NEW LIGHTS
EXISTING TREES
NEW TREES
EXISTING PLANTS
NEW PLANTS
EXISTING LANDSCAPE
NEW LANDSCAPE
EXISTING SITEWORK
NEW SITEWORK
EXISTING CONCRETE
NEW CONCRETE
EXISTING METAL
NEW METAL
EXISTING WOOD
NEW WOOD
EXISTING BRICK
NEW BRICK
EXISTING STONE
NEW STONE
EXISTING GLASS
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EXISTING CERAMIC
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EXISTING SUBCONTRACTORS
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EXISTING PROFESSIONALS
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EXISTING CONSULTANTS
NEW CONSULTANTS
EXISTING ADVISORS
NEW ADVISORS
EXISTING SPECIALISTS
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EXISTING EXPERTS
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EXISTING ENGINEERS
NEW ENGINEERS
EXISTING ARCHITECTS
NEW ARCHITECTS
EXISTING DESIGNERS
NEW DESIGNERS
EXISTING PLANNERS
NEW PLANNERS
EXISTING WRITERS
NEW WRITERS
EXISTING EDITORS
NEW EDITORS
EXISTING PRODUCERS
NEW PRODUCERS
EXISTING DIRECTORS
NEW DIRECTORS
EXISTING MANAGERS
NEW MANAGERS
EXISTING SUPERVISORS
NEW SUPERVISORS
EXISTING ASSISTANTS
NEW ASSISTANTS
EXISTING SUPPORT STAFF
NEW SUPPORT STAFF
EXISTING OTHER PERSONNEL
NEW OTHER PERSONNEL



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APR 24 2013

City of Sandy Springs

CORE PROPERTY
CAPITAL



JLB
PARTNERS

NILES BOLTON
ASSOCIATES

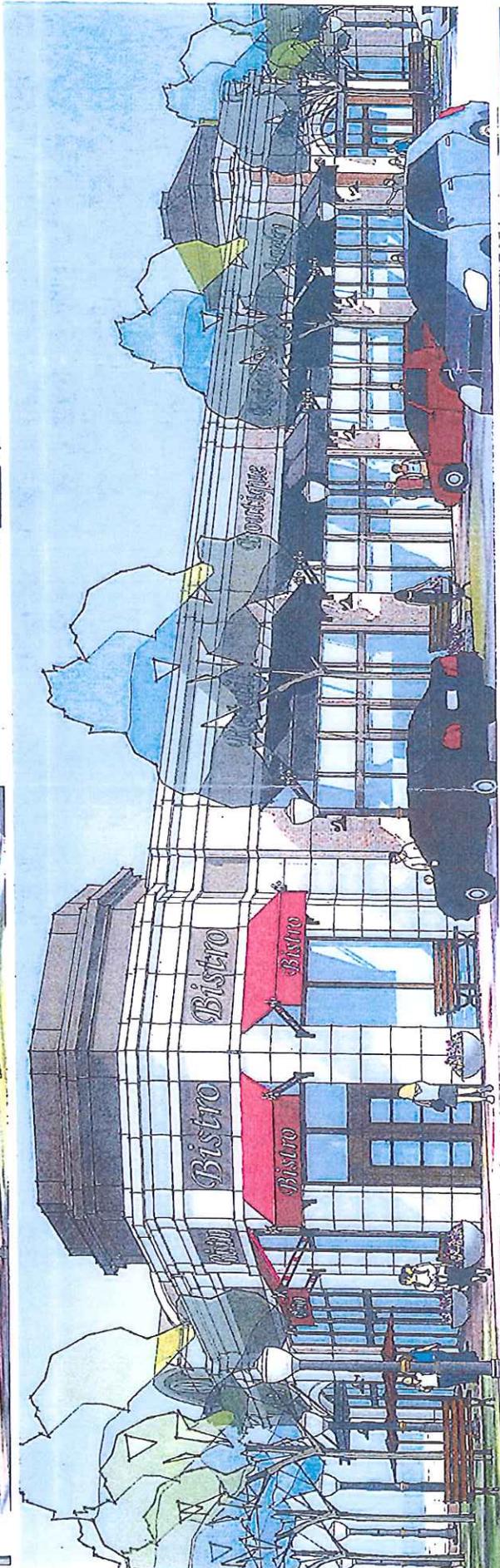
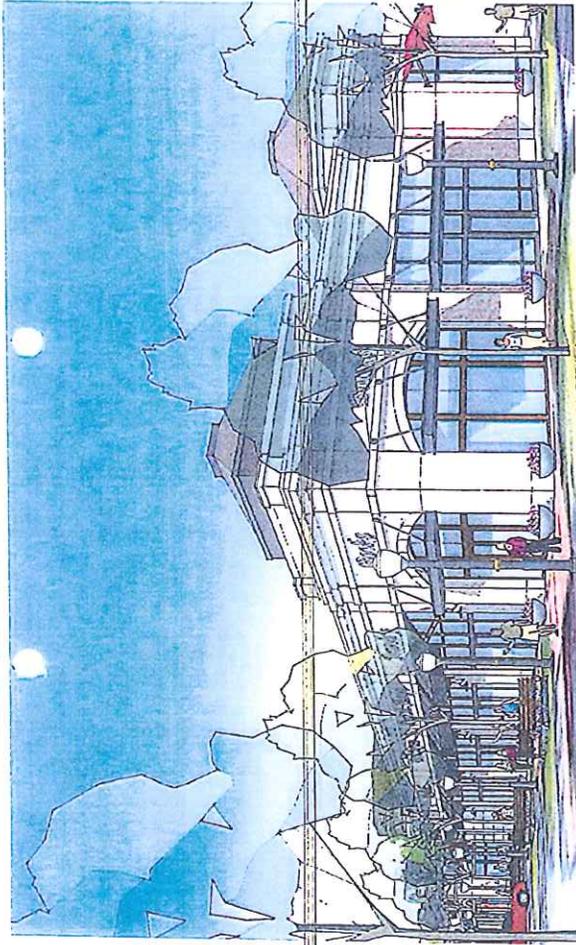
Smalwood, Reynolds,
Smith & Associates, Inc.

SANDY SPRINGS GATEWAY

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APR 24 2013

City of Sandy Springs
Community Development



SANDY SPRINGS GATEWAY

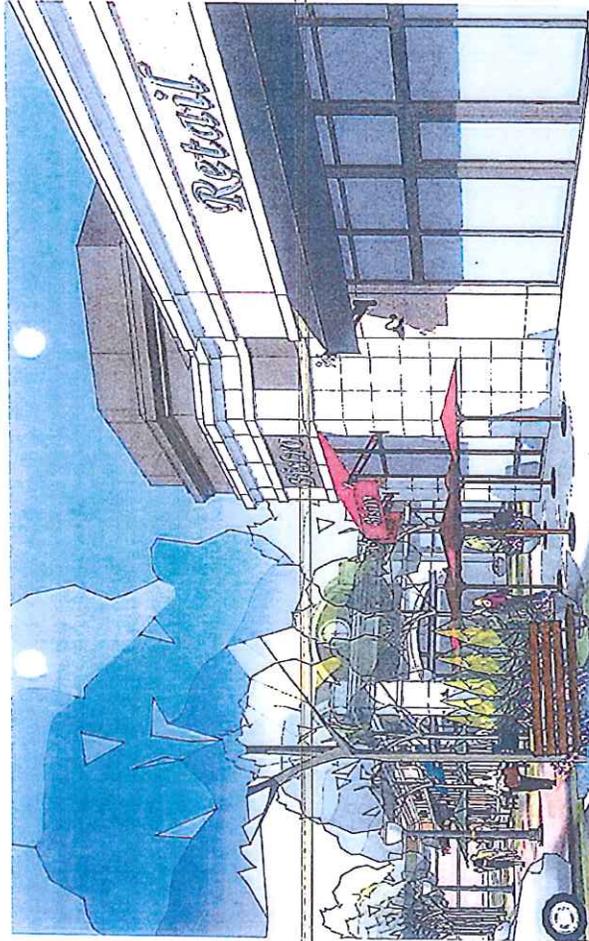
Smallwood, Reynolds,
Stewart
& Associates, Inc.

**NILES BOLTON
ASSOCIATES**

JLB
P.A.C., INC.



**CORE PROPERTY
CAPITAL**



SANDY SPRINGS GATEWAY

Shankwood, Reynolds,
Stewart, Stewart
& Associates, Inc.

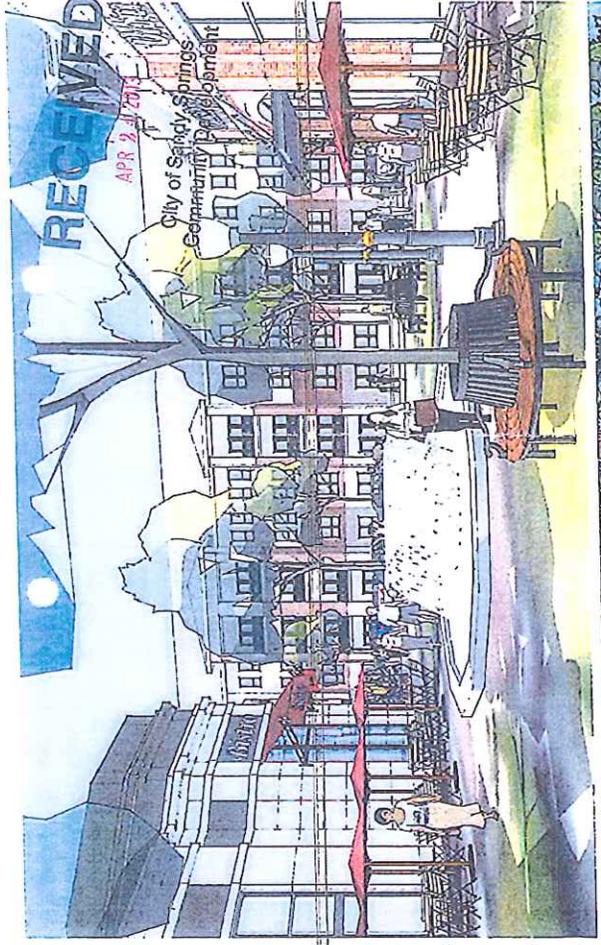
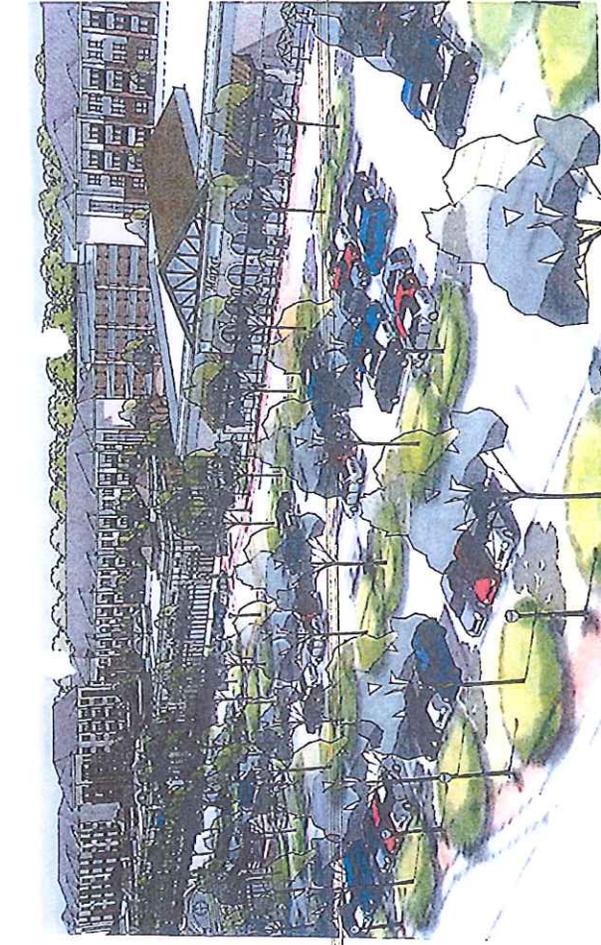
**NILES BOLTON
ASSOCIATES**

JLB
ARCHITECTS



**CORE PROPERTY
CAPITAL**

April 16, 2013



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 APR 2 4 2011
 City of Sandy Springs
 Community Development



SANDY SPRINGS GATEWAY

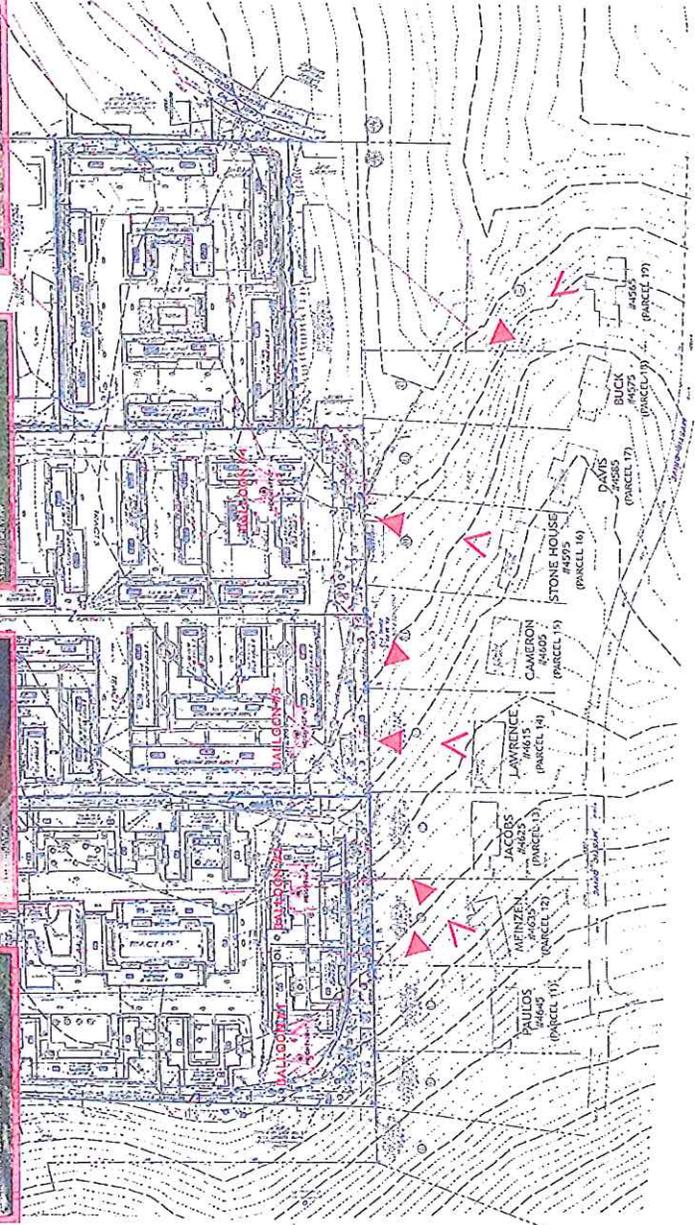
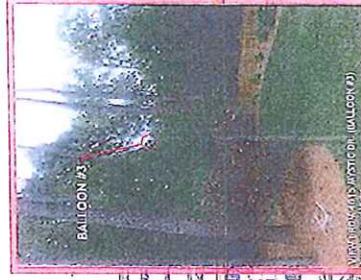
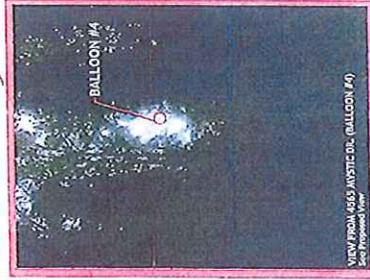
Smallwood, Reynolds,
 Stewart, Stewart
 & Associates, Inc.

NILES BOLTON ASSOCIATES
 ARCHITECTS



CORE PROPERTY
 CAPITAL

April 9, 2011



KEY
 ▲ APPROXIMATE LOCATION OF PHOTOGRAPHED VIEW
 ▼ APPROXIMATE LOCATION OF PROPOSED VIEW

RECEIVED

MAY 03 2013

City of Sandy Springs
 Community Development



JLB
 REALTY

**NILES BOLTON
 ASSOCIATES**

Smallwood, Reynolds,
 Stewart, Stewart
 & Associates, Inc.

SANDY SPRINGS GATEWAY



VIEW FROM 4635 MYSTIC DRIVE (PARCEL 12)



VIEW FROM 4615 MYSTIC DRIVE (PARCEL 14)



VIEW FROM 4635 MYSTIC DRIVE (PARCEL 12)



VIEW FROM 4615 MYSTIC DRIVE (PARCEL 14)

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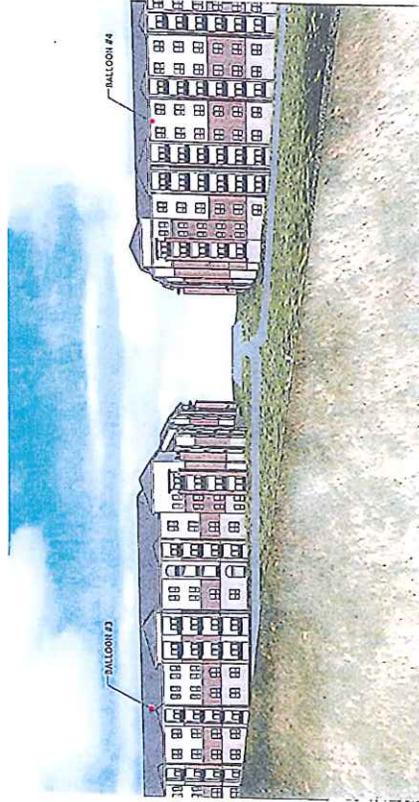
City of Sandy Springs
Community Development



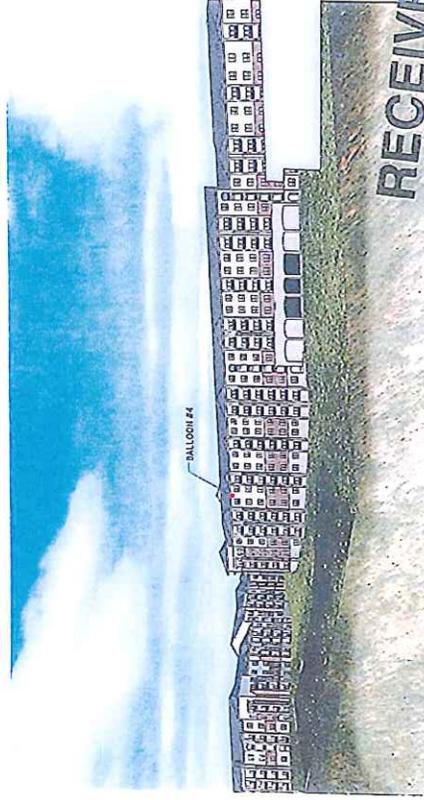
VIEW FROM 4595 MYSTIC DRIVE (PARCEL 16)



VIEW FROM 4565 MYSTIC DRIVE (PARCEL 19)



VIEW FROM 4595 MYSTIC DRIVE (PARCEL 16)



VIEW FROM 4565 MYSTIC DRIVE (PARCEL 19)

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& Associates, Inc.

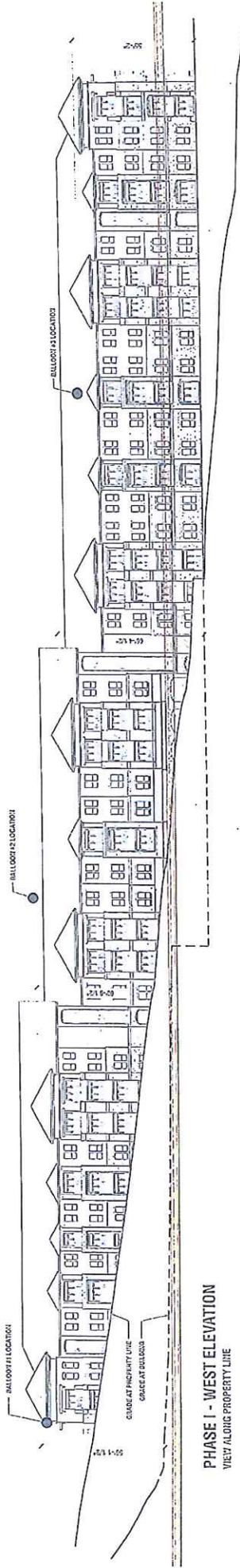
NILES BOLTON
ASSOCIATES

JLB
ARCHITECTS

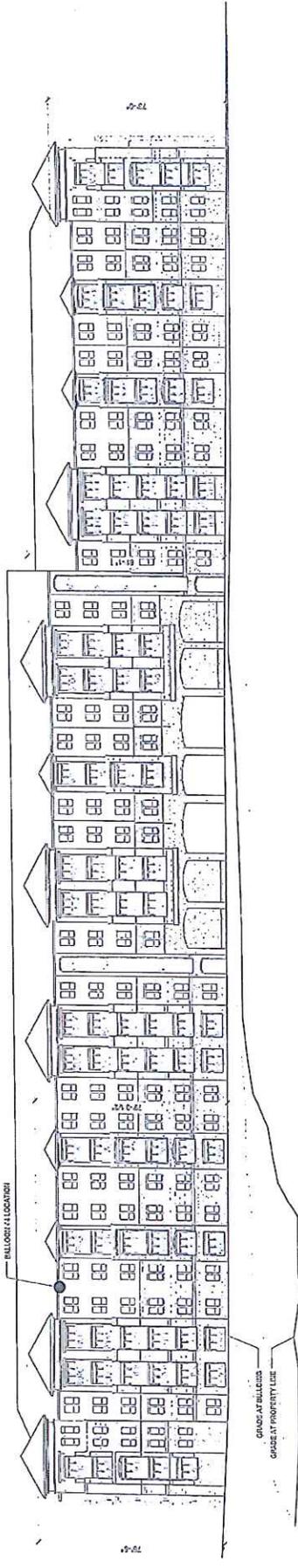


CORE PROPERTY
CAPITAL

SANDY SPRINGS GATEWAY



PHASE I - WEST ELEVATION
VIEW ALONG PROPERTY LINE



PHASE II - WEST ELEVATION
VIEW ALONG PROPERTY LINE

MAXIMUM HEIGHT ELEVATION EXHIBIT FACING MYSTIC DRIVE
NOTE: SEE ELEVATIONS SUBMITTED ON APRIL 9, 2013
FOR AVERAGE GRADE PLANE CALCULATIONS

RECEIVED
MAY 03 2013

City of Sandy Springs
Community Development

SANDY SPRINGS GATEWAY

Smallwood, Reynolds,
Stewart, Stewart
& Associates, Inc.

**NILES BOLTON
ASSOCIATES**

JLB
PLANNING

**CORE PROPERTY
CAPITAL**

May 3, 2013

June 18, 2013

Mr. Scott Schlosser
Vice President, Predevelopment
JLB Partners Southeast, LP
3060 Peachtree Road
Suite 850
Atlanta, GA 30305

RECEIVED

JUN 19 2013

City of Sandy Springs
Community Development

RE: Sandy Springs Development
Parking Consulting Services

Dear Mr. Schlosser,

Timothy Haahs and Associates (TimHaahs) has reviewed the latest program details for your proposed Sandy Springs development in order to determine the estimated number of parking spaces needed for the project. The details for the initial phase of the proposed development program are listed below:

Proposed Development Program and Layout

Retail:	72,000 sq. ft.
Restaurant:	18,000 sq. ft.
Office:	30,000 sq. ft.

***In addition to the two proposed parking garages, there are approximately 510 surface spaces within the development site.*

The program and land use mix provide an opportunity for users to effectively share parking. As such, we recommend sizing the parking component to account for a shared parking reduction. We have made the following assumptions in our parking model which utilizes standard Urban Land Institute (ULI) and Institute for Transportation Engineers (ITE) parking demand ratios along with calibrations based on your specific program and our professional experience:

1. The Sandy Springs Development is located adjacent to a transit bus stop and is in a dense urban residential area.
2. A base demand ratio of 3.5 spaces per thousand square feet (KSF) for weekday and 0.35 per KSF for weekend has been used for office employees. A based demand ratio of 0.3 spaces per KSF for weekday and 0.03 spaces per KSF for weekend have been used for office visitors and guests. We assumed 5% of the employees would utilize an alternate mode of transportation.
3. Thirty percent (30%) of the weekday retail customers and 10% of the weekend retail customers will utilize an alternate mode of transportation. Forty percent (40%) of the customers and will be on site for another purpose during the weekday and weekend. Ten percent (10%) of the retail employees will utilize an alternate mode of transportation. A base demand ratio of 2.9 and 3.2 per thousand square feet (ksf) for weekday and weekend customers, and 0.7 and 0.8 per ksf for weekday and weekend employees has been used.

Sandy Springs
June 18, 2013

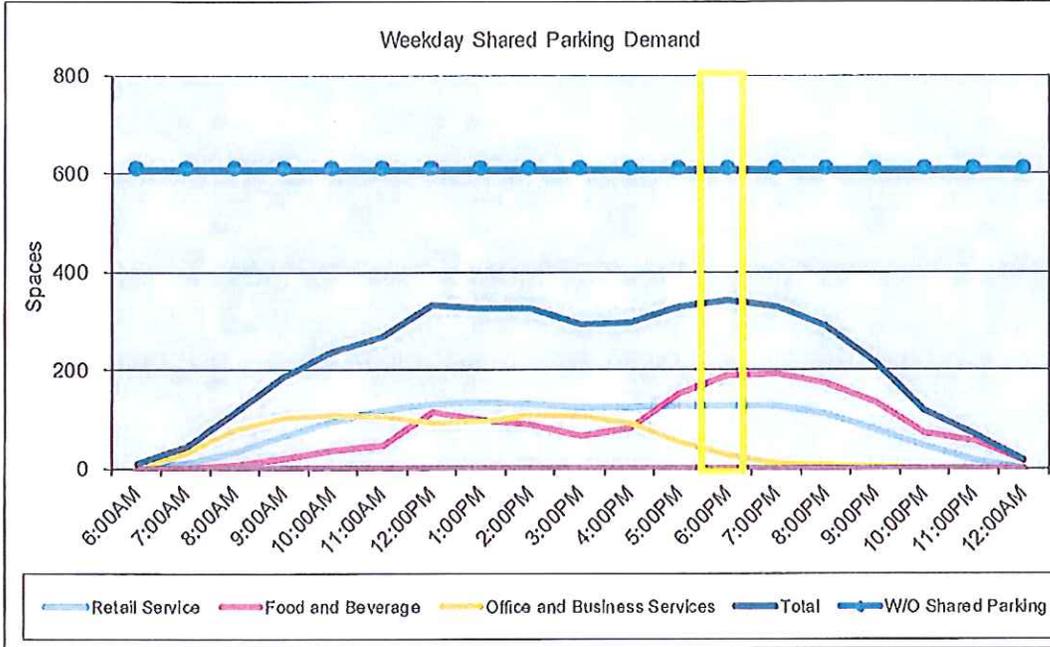
4. Ten percent (10%) of weekday and 20% of weekend restaurant (full-service) customers will utilize an alternate mode of transportation. On weekdays 20% of the restaurant (full-service) customers will be on site for another purpose. On both weekdays and weekends, 10% of the restaurant (full-service) employees will utilize an alternate mode of transportation. A base demand ratio of 15.25 and 20 per ksf for weekday and weekend customers, and 1.25 and 1.5 per ksf for weekday and weekend employees has been used.
5. Ten percent (10%) of weekday and weekend restaurant (family friendly) customers will utilize an alternate mode of transportation. On both weekdays, 5% of the restaurant (family friendly) customers will be on site for another purpose. On both weekdays and weekends, 10% of the restaurant (family friendly) employees will utilize an alternate mode of transportation. A base demand ratio of 9.0 and 12.75 per ksf for weekday and weekend customers, and 2.75 and 3.0 per ksf for weekday and weekend employees has been used.

Without adjusting for shared parking or the use of alternate modes of transportation, approximately 608 and 612 parking spaces would be needed during weekday and weekend peak hours, respectively. After adjusting for the capability of these users to share the same space and utilize alternate modes of transportation, the peak weekday parking demand is estimated at 342 spaces (6 pm) and the peak weekend parking demand is estimated at 416 spaces (6 pm). The balance between daytime and evening uses optimizes the ability for users to share the parking resources and significantly reduce the total number of spaces needed. As an example, a space can be utilized by an office employee during the day and restaurant customer at night. We have provided a breakdown of the peak hour parking demand by land use.

Estimated Peak Hour Demand by Land Use (Weekend 6PM)

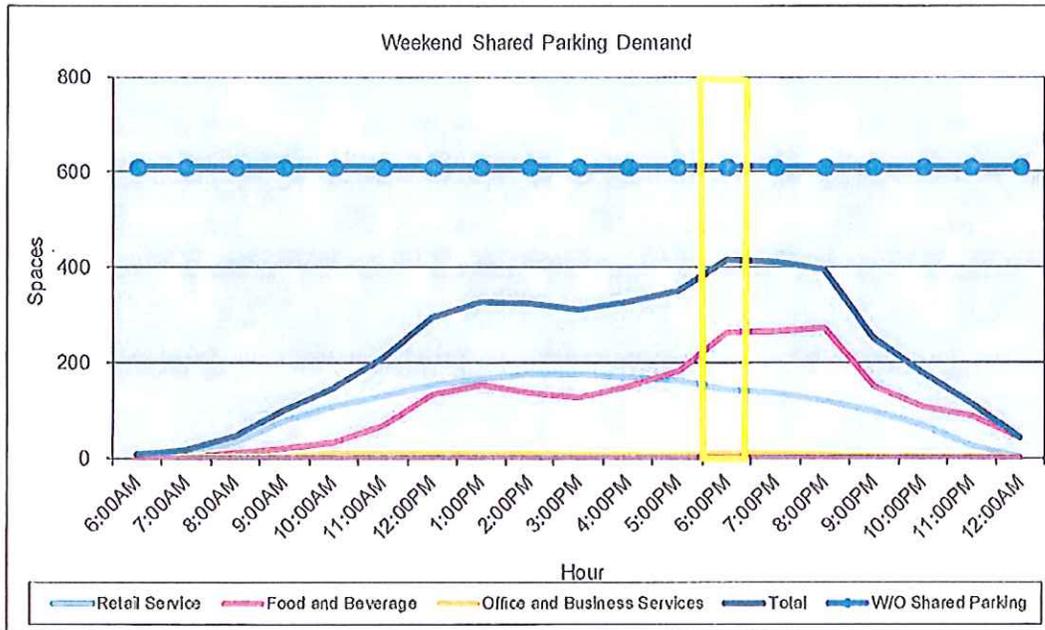
Retail:	144 spaces
Restaurant:	263 spaces
Office:	9 spaces
Total:	416 spaces

Graphs depicting the parking demand patterns for a typical busy weekday and weekend are included on the following pages.



Land Use	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	12A
Retail	5	11	31	65	98	118	129	133	129	124	124	126	126	126	111	78	44	16	0
Restaurant	0	1	6	20	34	46	112	97	88	64	81	152	190	193	173	135	71	54	16
Office	3	30	77	100	109	104	91	94	109	104	91	51	25	10	7	3	1	0	0
Total	8	42	114	186	238	268	332	324	325	292	296	329	342	329	291	215	116	70	16

Sandy Springs
June 18, 2013



Land Use	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	12A
Retail	6	14	33	76	106	130	151	164	176	176	170	161	144	135	120	96	67	26	0
Restaurant	0	1	9	21	32	69	134	153	137	127	149	181	263	267	271	148	108	87	43
Office	1	2	4	5	8	11	11	11	10	7	6	7	9	9	6	4	3	2	0
Total	8	18	46	101	146	210	296	327	324	310	326	349	416	411	397	248	178	116	43

Based on our analysis and assumptions, we anticipate the Sandy Springs development will be able to satisfy its estimated peak hour parking needs of 416 spaces using the proposed 510 surface parking spaces.

Thank you for allowing TimHaahs to help you plan for this exciting project. We look forward to discussing this analysis and answering any questions you may have at your earliest convenience.

Sincerely,

Vicky Gagliano, MBA
Parking Specialist



~~CONFIDENTIAL~~

NOTICE OF DECISION

To: Douglas Hooker, ARC
(via electronic mail) Sonny Deriso, GRTA
Bob Voyles, GRTA
Dick Anderson, GRTA

Lara Hodgson, GRTA
Al Nash, GRTA
Ken Stewart, GRTA

To: Mayor Eva Galambos, City of Sandy Springs
(via electronic mail) Scott Schlosser, JLB Realty, LLC
and certified mail)



From: Jannine Miller, GRTA Executive Director

Copy: Kirk Fjelstul, GRTA
(via electronic mail) Laura Beall, GRTA
Jon West, DCA
Jon Tuley, ARC
Mike Lobdell, GDOT District 7
Greg Floyd, MARTA

Garrin Coleman, City Sandy Springs
Linda Abaray, City of Sandy Springs
Josh Mello, City of Atlanta
John Karnowski, Foresite Group
Hudson Hooks, JLB Realty, LLC
Pete Hendricks, Nathan V. Hendricks III Law

Date: January 30, 2013

Re: DRI 2290 Chastain Mixed Use

Attachment A – General Conditions

Conditions to GRTA Notice of Decision:

Access Management

- o All internal intersections must be a minimum 1/5 parcel depth per GDOT Driveway Manual from Roswell Road
- o Provide an internal direct vehicular connection between access points on Roswell Road to access point on W. Wieuca Road
- ~~o A maximum of two site access points are allowed onto Roswell Road~~
- o No outparcels shall have direct access onto Roswell Road
- o Provide stub-outs to allow for future inter-parcel connections

Transit Facilities

- o Provide bus shelter(s) at relocated MARTA bus stops near driveways, as approved by MARTA, for southbound and northbound transit riders along Roswell Road

Pedestrian Facilities

- o Provide crosswalks at all site driveways and intersections
- o Provide pedestrian sidewalks along property frontage on Roswell Road
- o Provide direct pedestrian connections between buildings
- o Provide pedestrian paths for safe crossing of the parking field
- o Provide bike racks throughout site

Roadway Improvements as Conditions to GRTA Notice of Decision:

Roswell Rd @ Windsor Pkwy (Intersection 6)

- o Re-align Windsor Pkwy to Driveway 2
- o Convert Driveway 2 to serve DRI as a main site driveway ✓

Roswell Rd @ Hedden St / Driveway (Intersection 4)

- o Construct a southbound right-turn lane along Roswell Road ✓

Roswell Rd @ New Main Driveway (Intersection 5)

- o Restripe two-way left-turn median into northbound and southbound left-turn lanes
- o Construct a southbound right-turn lane along Roswell Road into site
- o Signalize, if warranted, as approved by GDOT

W. Wieuca Rd @ Driveway 3

- o Construct an eastbound left-turn lane along W. Wieuca Road into the site

Attachment C – Required Improvements to Serve the DRI

Pursuant to Section 1-201.R. of the *Procedures and Principles for GRTA Development of Regional Impact Review*, a "Required Improvement means a land transportation service [def. in Section 1-201.N] or access [def. in Section 1-201.A.] improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI."

The Required Improvements in the study network were identified in the Review Package as ~~necessary to bring the level of service up to an applicable standard before the build-out of the proposed project.~~ These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1.

Roswell Rd @ Windsor Pkwy (Intersection 6)

- o Re-align Windsor Pkwy to Driveway 2
- o Convert Driveway 2 to serve DRI as a main site driveway

Roswell Rd @ Hedden St / Driveway (Intersection 4)

- o Construct a southbound right-turn lane along Roswell Road

Roswell Rd @ New Main Driveway (Intersection 5)

- o Restripe two-way left-turn median into northbound and southbound left-turn lanes
- o Construct a southbound right-turn lane along Roswell Road into site
- o Signalize, if warranted, as approved by GDOT

W. Wieuca Rd @ Driveway 3

- o Construct an eastbound left-turn lane along W. Wieuca Road into the site

Section 2.

Roswell Rd @ Mt Paran Rd (Intersection 1)

- o Construct an eastbound right-turn lane along Mt Paran Rd

Roswell Rd @ Belle Isle Rd (Intersection 2)

- o Construct an eastbound left turn lane along Belle Isle Rd

Roswell Rd @ W. Wieuca Rd (Intersection 7)

- o Construct a westbound left-turn lane along W. Wieuca Rd

Roswell Rd @ Wieuca Rd (Intersection 8)

- o Construct a westbound left-turn lane along Wieuca Rd

Powers Ferry Rd @ Jett Rd (Intersection 9)

- o Construct a northbound left-turn lane along Powers Ferry Rd

Powers Ferry Rd @ W. Wieuca Rd (Intersection 10)

- o Construct a westbound right-turn lane along W. Wieuca Rd



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.adlrc.org

DATE: Sep 13 2012

ARC REVIEW CODE: R1208242

TO: Mayor Eva Galambos
ATTN TO: Linda Abaray, Senior Planner
FROM: Douglas A. Hooker, Executive Director

City of Sandy Springs
Community Development

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Chastain Mixed-Use
Submitting Local Government: City of Sandy Springs

Review Type: Development of Regional Impact
Date Opened: Aug 24 2012

Description: The proposed Chastain Mixed-Use development is located to the northwest of the Roswell Road at W Wieuca Rd intersection on approximately 21.3-acres. The site has roadway frontage along Roswell Road and W Wieuca Rd. The existing tracts and parcels of land are occupied by apartment buildings to be demolished. The site will consist of residential space with retail and office components. The main commercial component is proposed to be a grocery store, restaurant, and specialty retail with the office component expected to be a bank. The residential component is planned as high-density apartments with structured parking.

DRI Checklist Summary:

Regional Consistency Assessment (50%): 100%
Local Impacts Assessment (30%): 95%
Quality Development Assessment (20%): 74%

Overall Weighted Score: 94%

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Comments: Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), proposed the Chastain Mixed-Use development is within an area designated as Maturing Neighborhoods and is located along a Redevelopment Corridor. The UGPM and RDG state that Maturing Neighborhoods "are areas in the region characterized by older neighborhoods that include both single- and multifamily development, as well as commercial and office uses at connected key locations. Though commercial and office buildings are aging, they nonetheless are often incorporated into neighborhoods, providing an active mix of uses and amenities. Maturing neighborhoods are denser than established suburbs and the development pattern is more similar to that of pre-1970s urban development. These areas represent the part of the region that is facing infill and redevelopment pressures. In many cases, the infrastructure is in place to handle the additional growth, however in some areas, infrastructure is built out with limited ability to expand. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as a regional route for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment and adaptive reuse of existing buildings in this area should be balanced with the preservation of existing single family neighborhoods. Consideration should be given to the need for additional usable parks and greenspace close to residents, as well as developing and maintaining pedestrian-friendly amenities such as trails and sidewalks. Maturing Neighborhoods are areas

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF ATLANTA

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.

Is this project consistent with any applicable regional transportation plan(s)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development avoid or mitigate negative impacts on the surrounding transportation network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
V. LOCALLY ADOPTED PLANS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDs)	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the region's CEDs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
RCA POINTS:				33	OUT OF A POSSIBLE:	33
RCA SCORE:				100	RCA WEIGHTED SCORE (50%):	50

ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.

FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)

<p><i>Is the preponderance of answers above "Yes"?</i></p>	<p><input type="checkbox"/> YES, "the proposed action <u>IS</u> in the best interest of the region and therefore of the state."</p> <p><input type="checkbox"/> NO, "the proposed action <u>IS NOT</u> in the best interest of the region and therefore not of the state."</p> <p>Other Issues of Regional Concern:</p>
<p><i>Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?</i></p>	<p><input type="checkbox"/> YES.</p> <p><input type="checkbox"/> NO.</p> <p>Narrative:</p>
<p><i>Was the answer to both questions in this section "No"?</i></p>	<p><input type="checkbox"/> YES. The Regional Commission should consider making a "not in the best interests of the region and therefore of the state" finding.</p> <p><input type="checkbox"/> NO.</p>

NOTE: This and other DRI Review forms provided by the Department are intended for use as tools to assist regional staff in the formulation of their recommendations to their executive directors and Regional Councils and to the communities they serve. Their proper use facilitates statewide procedural consistency and service delivery. Regardless of the recommendations generated by this form, all findings subsequently issued by the Regional Commission are reflective solely of the Commission's own judgment and discretion. Nothing presented in this form is binding upon the exercise of the authority granted to the Regional Commission by Georgia law and Departmental rules. The findings issued by the Regional Commission are purely advisory and are in no circumstance binding upon the authority granted to the host local government by Georgia law.

If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
III. ACCESS MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	WHILE THE PROPOSED DRIVEWAYS MEET CITY STANDARDS, GDOT REGULATIONS SHOULD BE CONSULTATED SINCE ROSWELL ROAD IS A STATE ROUTE.	
Are all proposed access points outside of the functional area of any adjacent intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
IV. RESOURCE MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

QDA

Georgia
Community Affairs

QDA



ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW
PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT

To be completed by the ARC Staff

JURISDICTION:	CITY OF SANDY SPRINGS				Date QDA Completed, M/D/YYYY: 8/23/12	
DRI #:	2290				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Chastain Mixed-Use					
TYPE OF DEVELOPMENT:	Mixed Use				Action Triggering Review: Zoning	
I. MIX OF USES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development incorporate a mixture of complementary land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development have vertically mixed uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0		
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
II. TRANSPORTATION ALTERNATIVES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Are there sidewalks within the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT HERE WILL BE SIDEWALKS THROUGHOUT THE SITE ADJACENT TO ALL USERS AND INTERCONNECTED VIA CROSS WALKS WHERE INTERNAL ROADS ARE CROSSED.	
Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT SIDEWALKS WILL COMPLY WITH ADA AND AASHTO STANDARDS.	
Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT BICYCLE PARKING WILL BE PROVIDED	

Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IV. PARKING	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT THE FINAL PLANS WILL HAVE EXTENSIVE PLANTER ISLANDS AND MEDIANS TO MEET THE OPEN SPACE REQUIREMENT FOR THIS SITE, PER SANDY SPRINGS, FOR A REGIONAL DEVELOPMENT (20% OPEN SPACE WITH 15% REQUIRED TO BE GREEN SPACE).	
Is the development's parking located where it does not visually dominate the development from the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the parking design allow for easy and safe pedestrian access to buildings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
V. INFILL DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

VIII. OPEN/GREEN SPACE	Yes	No	N/A	Score	Explain	Recommendations
				0,1, or 3	<i>(as necessary for "Yes" and "No" answers)</i>	<i>(to the Developer for Improving the Project)</i>

CONSERVATION						
Is the development in close proximity with direct access to permanently protected open/greenspace?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development clustered to preserve open/green space within the development site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

IX. ENVIRONMENTAL PROTECTION	Yes	No	N/A	Score	Explain	Recommendations
				0,1, or 3	<i>(as necessary for "Yes" and "No" answers)</i>	<i>(to the Developer for Improving the Project)</i>

Does the development avoid critical environmental areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
XI. ECONOMIC DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain <small>(as necessary for "Yes" and "No" answers)</small>	Recommendations <small>(to the Developer for Improving the Project)</small>
Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development enhance diversity in the local/regional economic base?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater employment opportunities for low and middle income residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
QDA POINTS:				69	OUT OF A POSSIBLE:	93
QDA SCORE:				74	QDA WEIGHTED SCORE (20%):	15
OVERALL ASSESSMENT OF QUALITY						
<i>Is the preponderance of answers above "Yes"?</i>			<input type="checkbox"/> YES , the proposed development qualifies for expedited review. <input type="checkbox"/> NO , the proposed development <u>DOES NOT</u> qualify for expedited review.			



MEMORANDUM

TO: ~~Jon Tuley, Land Use Division~~

FROM: Nathan Soldat, Transportation Planning Division

DATE: August 21st, 2012

SUBJECT: Transportation Division Review of DRI # 2290

Project: Chastain Mixed-Use DRI

County: Fulton

Location: 4585 & 4616 Roswell Road, Atlanta, GA 30342

Analysis:

Expedited

Non-Expedited

cc: David Haynes
TD

The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review Process. The applicant proposes to develop an approximately 21.3 acre site into a mixed-use development located northwest of the Roswell Road and West Wieuca Road intersection. The development will primarily front Roswell Road with additional frontage on Wieuca Road. The proposed site will consist of residential space including retail and office components. The primary commercial component is a grocery store, restaurant and specialty retail with an office component which is expected to be a bank. The residential component is planned to be high-density apartments with structured parking. The breakdowns of uses are as follows:

- 56,918 SF of anchor/grocery store space
- 56,096 SF of specialty retail/office space
- 3,000 SF of restaurant space
- 3,935 SF of bank space
- 700 multi-family residential units

The proposed project would be built in two phases with phase one build-out complete in 2015 and phase two build-out complete in 2017. Phase two is the southern residential pod on West Wieuca Road.

What are the numbers of crashes adjacent to the proposed project?

The Georgia Department of Transportation shows for the last three years:

- 1 crash (no fatalities) at or near the intersection of Roswell Rd and Hedden St NE
- 7 crashes (no fatalities) at or near the intersection of Roswell Rd and Windsor Pky NE
- 4 crashes (no fatalities) at or near the intersection of Roswell Rd and Meadowbrook Dr NE
- 6 crashes (no fatalities) at or near the intersection of Roswell Rd and W. Wieuca Rd
- 6 crashes (no fatalities) at or near the intersection of Roswell Rd and Wieuca Rd NE

What other issues should be considered during the traffic study or in general for the proposed development?

- The developer should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located in an employment/activity center and LCI area. Roswell Road is on the Strategic Truck Route Network, Regional Thoroughfare Network, Bicycle and Pedestrian Network and Concept 3 Network.
- The site plan presented during the pre-application meeting on July 30th, 2012 shows "Bike and Pedestrian Access" along Roswell Road in front of the "Retail C" building and not the entire frontage of the site. The developer should continue bike and pedestrian access along the entire Roswell Road frontage of the site.
- Inner-site connectivity and internal circulation is of concern. The site plan shows the center of the development as a large parking lot with no pedestrian facilities. Pedestrians need to be able to travel safely between uses/buildings within the site.
- Safe crossings should be maintained at Roswell Road and Windsor Parkway NE and pedestrian appropriate infrastructure should be installed at the new full access intersection of Hedden Street and Roswell Road to ensure pedestrian safety.
- Please refer to GDOT's "Regulations for Driveway and Encroachment Control" manual as an additional resource regarding access points to the site.

Jonathan Tuley

From: Mello, Joshua D. <JDMello@AtlantaGa.Gov>
Sent: Monday, September 10, 2012 9:20 AM
To: Jonathan Tuley
Subject: RE: DRI Review Notification - Chastain Mixed-Use (City of Sandy Springs, DRI #2290)
Attachments: 2012-09-07_Comments_DRI2290Chastain[COATransportPlan].pdf

Jon:

The City of Atlanta Transportation Planning Division staff has reviewed the site plan and preliminary report for DRI #2290 Chastain Mixed-use and we offer the following comments (also noted on attached mark-up of site plan. We recognize that most of this site is located outside the City of Atlanta city limits. However, we believe that trips to and from this development will terminate within the City of Atlanta and that many of these trips will impact the roadway network within the City of Atlanta.

- Development should include a complete urban street framework connecting Roswell Road (US 19/SR 9), West Wieuca Road and abutting commercial parcels along Roswell Road (US 19/SR 9). This street network should include horizontal traffic calming measures (i.e. roundabouts, chicanes, chokers, etc.) to control motor vehicle operating speeds and regulate traffic volumes. This street network is essential for the even distribution of trips and will greatly mitigate impacts to the intersection of Roswell Road (US 19/SR 9) and West Wieuca Road. The access to West Wieuca Road as currently designed is cumbersome, inadequate and will be difficult to navigate. This will create circulation and congestion issues.
- Buildings fronting Roswell Road (US 19/SR 9) should be moved closer to the street with all parking located behind the plane of the building façade. This will create an environment much more conducive to bicycling, walking and riding transit.
- Sidewalks should be constructed along all property frontages and clear and level walkways should connect the sidewalks to the building entrances within the development.
- As West Wieuca Road is designated as a Secondary Bicycle Connection in the *Connect Atlanta Plan*, the entrance to the development from West Wieuca Road should include provisions for bicyclists (i.e. bicycle boxes, bicycle lanes, bicycle ramps, signage for bicycle parking, etc.).
- As Roswell Road (US 19/SR 9) is designated as a Secondary Bicycle Connection in the *Connect Atlanta Plan*, we would recommend that a southbound on-road five-foot-wide bicycle lane be installed along the property frontage.
- As Roswell Road (US 19/SR 9) is designated as a bus rapid transit corridor in the *Concept3 Regional Long-Range Transit Vision* and *Connect Atlanta Plan*, we would recommend that the developer coordinate closely with MARTA staff to locate/relocate transit amenities (i.e. bus stop pads, benches, shelters, signs, queue-jump lanes, etc.) along the property frontage.

Joshuah D. Mello, AICP
Assistant Director of Planning - Transportation

Office of Planning | Department of Planning and Community Development
City of Atlanta | 55 Trinity Avenue SW, Suite 3350, Atlanta, GA 30303-0331

E-mail: jdmello@atlantaga.gov | Office: 404-330-6145 | Direct: 404-330-6785 | Mobile: 404-576-5282

From: Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]

Sent: Friday, August 24, 2012 5:21 PM

To: jud.turner@gaepd.org; 'mfowler@dot.ga.gov'; 'cindy.vandyke@dot.state.ga.us'; 'alware@dot.ga.gov'; 'richwilliams@dot.ga.gov'; 'ccomer@dot.ga.gov'; Hood, Alan C. (ahood@dot.ga.gov); 'Mike.Lobdell@dot.state.ga.us'; 'reall@grta.org'; 'Julie McQueen'; 'wstinson@ltsmarta.com'; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; Parker, Angela; Dickerson, Patricia (PDickerson@SandySpringsga.gov); 'nvh@cobbandhyre.com'; Mello, Joshua D.; 'Stearns, Brennan'; 'Qawiy, Shawanna'; 'eter, Patrece (pgkeeter@dekalbcountyga.gov)

cc: Landuse; Jim Santo; Nathan Soldat; Sammie Carson; Carolyn Rader

Subject: DRI Review Notification - Chastain Mixed-Use (City of Sandy Springs, DRI #2290)

DMello Comments 09/10/12

WAKEFIELD BEASLEY & ASSOCIATES

ARCHITECTS INTERIORS

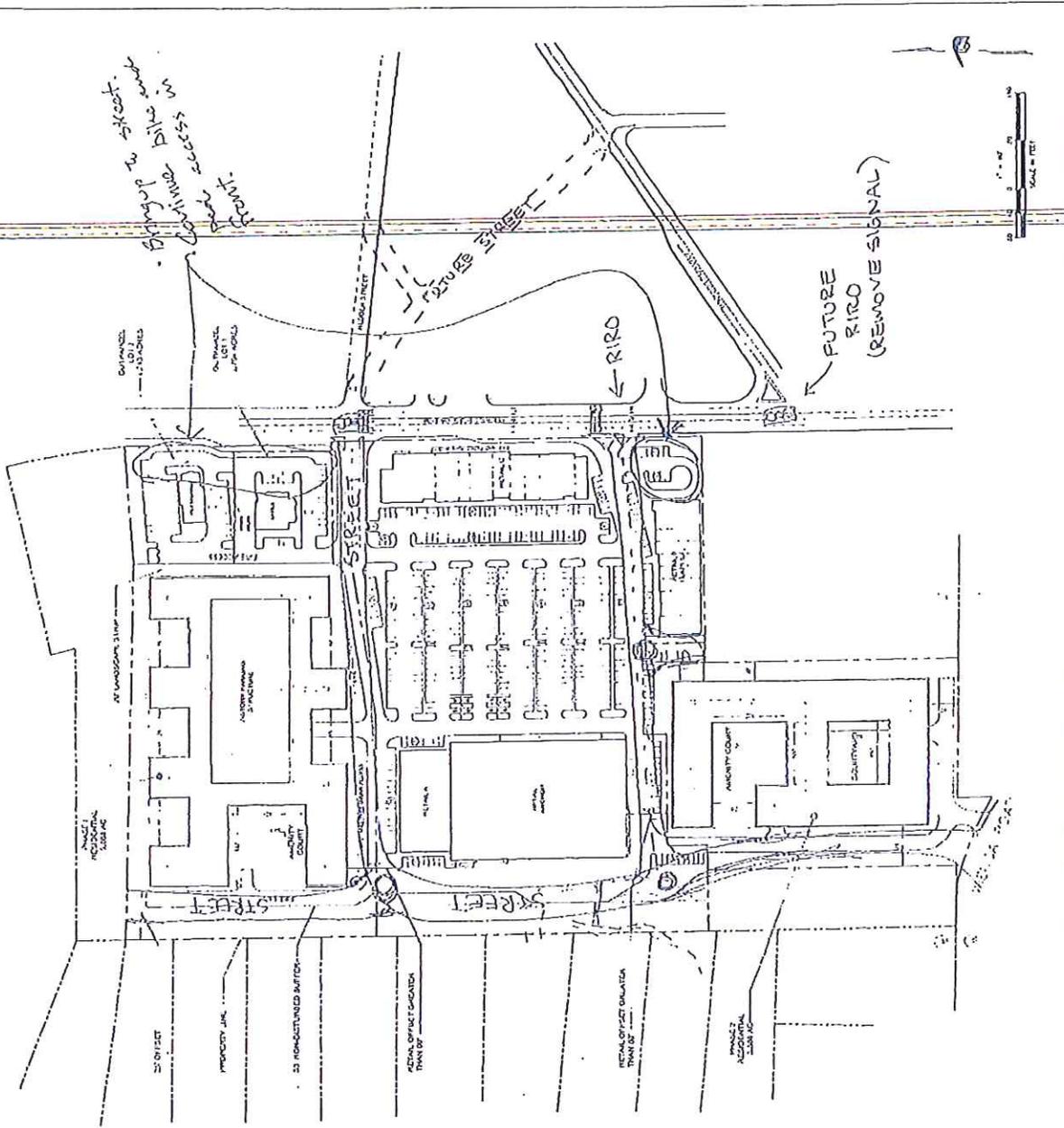
518 Peachtree Avenue
Atlanta, Georgia 30308
770 271 2222
770 271 2222

Architectural Office
22 West Peachtree Street, 21st Floor
Atlanta, Georgia 30308
770 271 2222

09/10/2012
1:00PM

PRELIMINARY
SITE
PLAN

PSP.007



SITE STATISTICS	
TOTAL PARCEL SIZE	121,027 AC
RETAIL PARCEL SIZE	110,102 AC
RETAIL OUTPARCELS	11,437 AC
RETAIL PARCEL SIZE (PHASE 1)	15,033 AC
RETAIL PARCEL SIZE (PHASE 2)	23,038 AC

RETAIL STATISTICS	
TOTAL RETAIL	110,102 SF
ANCHOR RETAIL	3 SPACES PER 1000 SF
PARKING REQUIRED	330 SPACES
PARKING PROVIDED	330 SPACES

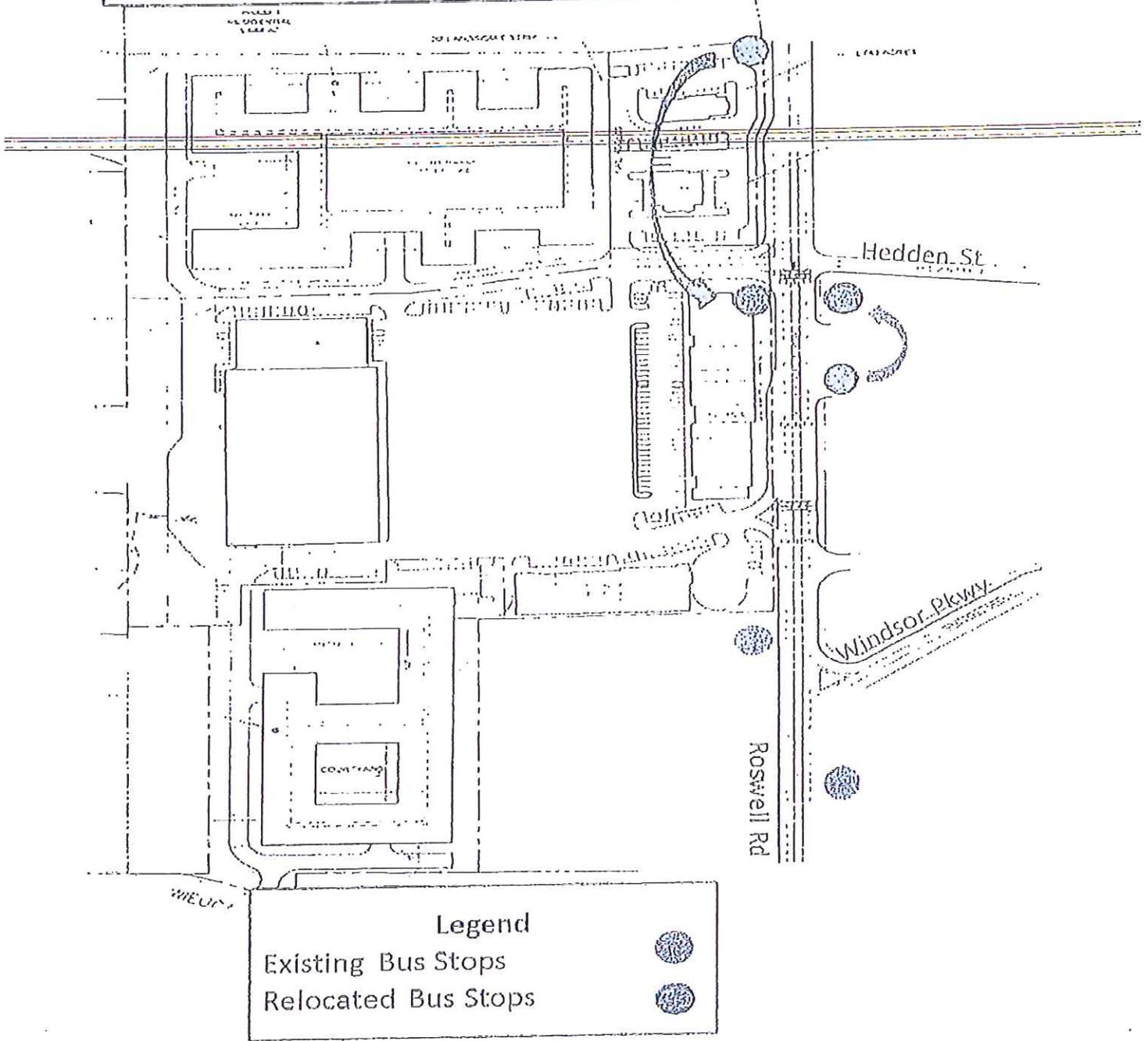
OUTPARCEL STATISTICS	
OFFICE USE	3,750 SF
OFFICE REQUIRED	25 SPACES
PARKING PROVIDED	25 SPACES
LOT2	3,000 SF
RESTAURANT USE	30 SPACES
PARKING REQUIRED	37 SPACES
PARKING PROVIDED	37 SPACES

RESIDENTIAL STATISTICS	
5 FLOORS W/ BASEMENT (TYPE 3)	
5,000 LEASABLE SQUARE FEET	
400 UNITS (APPROXIMATE)	100 SF
7 LEVELS OF PARKING	
PHASE 1: 100 UNITS (400 UNITS IN 20% LEA AND 300 UNITS IN 80% LEA)	
PHASE 2: 300 UNITS (400 UNITS IN 20% LEA AND 300 UNITS IN 80% LEA)	
3 UNITS (1,000 SF) - 1,000 UNITS	
4 LEVELS OVER 2 LEVELS OF STRUCTURED PARKING	
PHASE 1: 100 UNITS (400 UNITS IN 20% LEA AND 300 UNITS IN 80% LEA)	
PHASE 2: 300 UNITS (400 UNITS IN 20% LEA AND 300 UNITS IN 80% LEA)	
APPROXIMATE UNITS	300 UNITS
TOTAL RESIDENTIAL UNITS	700 UNITS

Figure 1.

Recommended Improvements

DRI # 2290 Chastain Mixed Use.



DRI Initial Information Form

Project Size (# of units, floor area, etc.):	119,949 SF Retail/Office/Restaurant/Bank & 700 Residential Units
Developer:	JLB Partners, LP
Mailing Address:	3715 Northside Parkway
Address 2:	Suite 4-200
	City:Atlanta State: GA Zip:30327
Telephone:	678-855-7900
Email:	hhooks@jlbpartners.com
Is property owner different from developer/applicant?	
If yes, property owner:	Roswell Windsor, LTD
Is the proposed project entirely located within your local government's jurisdiction?	
If no, in what additional jurisdictions is the project located?	City of Atlanta
Is the current proposal a continuation or expansion of a previous DRI?	
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	
Is this project a phase or part of a larger overall project?	
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2013 Overall project: 2015
Back to Top	

Water Supply

Name of water supply provider for this site: City of Allentown

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.135 MGD (Est. increase over current)
will be 0.0315 MGD

Is sufficient water supply capacity available to serve the proposed project? (not selected) Yes No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Fullerton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.135 MGD (Est. increase over current)
flow will be 0.0315 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? (not selected) Yes No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?

Land Transportation

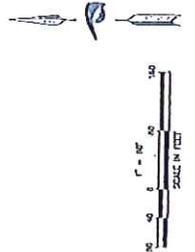
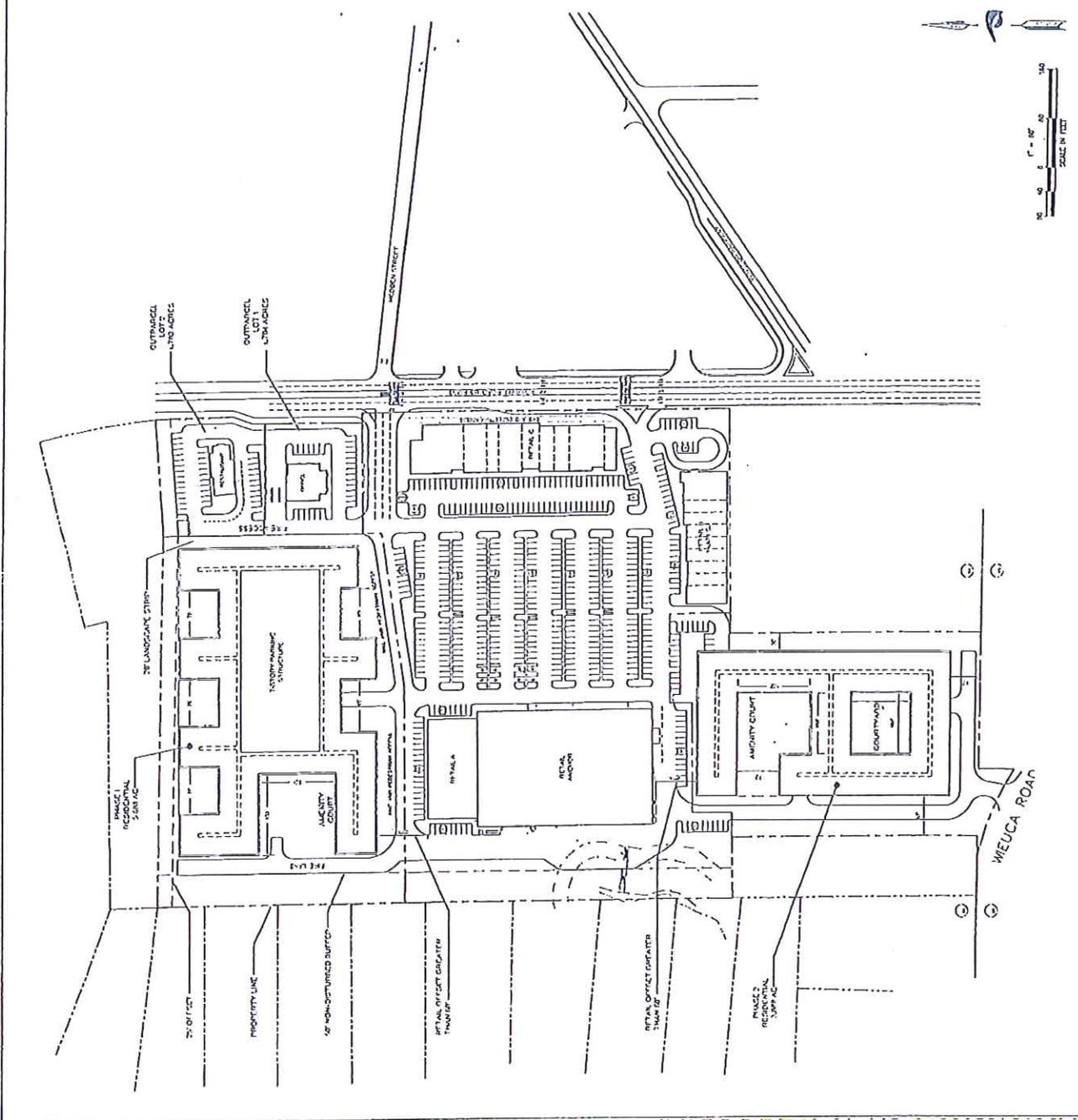
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)
Total Daily weekday Trips = 6,001
Total Saturday Daily Trips = 10,556
Daily AM Peak hour total = 441; Daily PM Peak hour total = 776

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? (not selected) Yes No

Are transportation improvements needed to serve this project? (not selected) Yes No TBD;

If yes, please describe below:

→ Sect. Daily Peak hour total = 763
Traffic study is underway



SITE STATISTICS	
TOTAL PARCEL SIZE	121,237 AC
RETAIL PARCEL SIZE	118,100 AC
RETAIL OUT PARCELS	1,187 AC
RESIDENTIAL PARCEL SIZE (PHASE 1)	1,528 AC
RESIDENTIAL PARCEL SIZE (PHASE 2)	13,200 AC

RETAIL STATISTICS	
TOTAL RETAIL	118,100 SF
ANCHOR RETAIL @ 3 SPACES PER 1000 SF	
PARKING REQUIRED	541 SPACES
PARKING PROVIDED	591 SPACES

OUTPARCEL STATISTICS	
OFFICE USE	3,000 SF
PARKING REQUIRED	20 SPACES
PARKING PROVIDED	20 SPACES
RESTAURANT USE	3,000 SF
PARKING REQUIRED	30 SPACES
PARKING PROVIDED	30 SPACES

RESIDENTIAL STATISTICS	
PHASE 1 BUILDING AREA RESIDENTIAL UNITS PARKING:	5 FLOORS W/ BASEMENT (TYPE 3) RAMP/LOBBY/HOUSE 426 UNITS (APPROXIMATE) (UNIT = 100 SF) 7 LEVELS OF PARKING 2,000 SPACES (400 UNITS @ 50% DENSITY AND 1,600 SPACES @ 20% DENSITY) 1,000/1,000/1,100/1,200/1,300/1,400/1,500/1,600/1,700/1,800/1,900/2,000/2,100/2,200/2,300/2,400/2,500/2,600/2,700/2,800/2,900/3,000/3,100/3,200/3,300/3,400/3,500/3,600/3,700/3,800/3,900/4,000/4,100/4,200/4,300/4,400/4,500/4,600/4,700/4,800/4,900/5,000/5,100/5,200/5,300/5,400/5,500/5,600/5,700/5,800/5,900/6,000/6,100/6,200/6,300/6,400/6,500/6,600/6,700/6,800/6,900/7,000/7,100/7,200/7,300/7,400/7,500/7,600/7,700/7,800/7,900/8,000/8,100/8,200/8,300/8,400/8,500/8,600/8,700/8,800/8,900/9,000/9,100/9,200/9,300/9,400/9,500/9,600/9,700/9,800/9,900/10,000/10,100/10,200/10,300/10,400/10,500/10,600/10,700/10,800/10,900/11,000/11,100/11,200/11,300/11,400/11,500/11,600/11,700/11,800/11,900/12,000/12,100/12,200/12,300/12,400/12,500/12,600/12,700/12,800/12,900/13,000/13,100/13,200/13,300/13,400/13,500/13,600/13,700/13,800/13,900/14,000/14,100/14,200/14,300/14,400/14,500/14,600/14,700/14,800/14,900/15,000/15,100/15,200/15,300/15,400/15,500/15,600/15,700/15,800/15,900/16,000/16,100/16,200/16,300/16,400/16,500/16,600/16,700/16,800/16,900/17,000/17,100/17,200/17,300/17,400/17,500/17,600/17,700/17,800/17,900/18,000/18,100/18,200/18,300/18,400/18,500/18,600/18,700/18,800/18,900/19,000/19,100/19,200/19,300/19,400/19,500/19,600/19,700/19,800/19,900/20,000/20,100/20,200/20,300/20,400/20,500/20,600/20,700/20,800/20,900/21,000/21,100/21,200/21,300/21,400/21,500/21,600/21,700/21,800/21,900/22,000/22,100/22,200/22,300/22,400/22,500/22,600/22,700/22,800/22,900/23,000/23,100/23,200/23,300/23,400/23,500/23,600/23,700/23,800/23,900/24,000/24,100/24,200/24,300/24,400/24,500/24,600/24,700/24,800/24,900/25,000/25,100/25,200/25,300/25,400/25,500/25,600/25,700/25,800/25,900/26,000/26,100/26,200/26,300/26,400/26,500/26,600/26,700/26,800/26,900/27,000/27,100/27,200/27,300/27,400/27,500/27,600/27,700/27,800/27,900/28,000/28,100/28,200/28,300/28,400/28,500/28,600/28,700/28,800/28,900/29,000/29,100/29,200/29,300/29,400/29,500/29,600/29,700/29,800/29,900/30,000/30,100/30,200/30,300/30,400/30,500/30,600/30,700/30,800/30,900/31,000/31,100/31,200/31,300/31,400/31,500/31,600/31,700/31,800/31,900/32,000/32,100/32,200/32,300/32,400/32,500/32,600/32,700/32,800/32,900/33,000/33,100/33,200/33,300/33,400/33,500/33,600/33,700/33,800/33,900/34,000/34,100/34,200/34,300/34,400/34,500/34,600/34,700/34,800/34,900/35,000/35,100/35,200/35,300/35,400/35,500/35,600/35,700/35,800/35,900/36,000/36,100/36,200/36,300/36,400/36,500/36,600/36,700/36,800/36,900/37,000/37,100/37,200/37,300/37,400/37,500/37,600/37,700/37,800/37,900/38,000/38,100/38,200/38,300/38,400/38,500/38,600/38,700/38,800/38,900/39,000/39,100/39,200/39,300/39,400/39,500/39,600/39,700/39,800/39,900/40,000/40,100/40,200/40,300/40,400/40,500/40,600/40,700/40,800/40,900/41,000/41,100/41,200/41,300/41,400/41,500/41,600/41,700/41,800/41,900/42,000/42,100/42,200/42,300/42,400/42,500/42,600/42,700/42,800/42,900/43,000/43,100/43,200/43,300/43,400/43,500/43,600/43,700/43,800/43,900/44,000/44,100/44,200/44,300/44,400/44,500/44,600/44,700/44,800/44,900/45,000/45,100/45,200/45,300/45,400/45,500/45,600/45,700/45,800/45,900/46,000/46,100/46,200/46,300/46,400/46,500/46,600/46,700/46,800/46,900/47,000/47,100/47,200/47,300/47,400/47,500/47,600/47,700/47,800/47,900/48,000/48,100/48,200/48,300/48,400/48,500/48,600/48,700/48,800/48,900/49,000/49,100/49,200/49,300/49,400/49,500/49,600/49,700/49,800/49,900/50,000/50,100/50,200/50,300/50,400/50,500/50,600/50,700/50,800/50,900/51,000/51,100/51,200/51,300/51,400/51,500/51,600/51,700/51,800/51,900/52,000/52,100/52,200/52,300/52,400/52,500/52,600/52,700/52,800/52,900/53,000/53,100/53,200/53,300/53,400/53,500/53,600/53,700/53,800/53,900/54,000/54,100/54,200/54,300/54,400/54,500/54,600/54,700/54,800/54,900/55,000/55,100/55,200/55,300/55,400/55,500/55,600/55,700/55,800/55,900/56,000/56,100/56,200/56,300/56,400/56,500/56,600/56,700/56,800/56,900/57,000/57,100/57,200/57,300/57,400/57,500/57,600/57,700/57,800/57,900/58,000/58,100/58,200/58,300/58,400/58,500/58,600/58,700/58,800/58,900/59,000/59,100/59,200/59,300/59,400/59,500/59,600/59,700/59,800/59,900/60,000/60,100/60,200/60,300/60,400/60,500/60,600/60,700/60,800/60,900/61,000/61,100/61,200/61,300/61,400/61,500/61,600/61,700/61,800/61,900/62,000/62,100/62,200/62,300/62,400/62,500/62,600/62,700/62,800/62,900/63,000/63,100/63,200/63,300/63,400/63,500/63,600/63,700/63,800/63,900/64,000/64,100/64,200/64,300/64,400/64,500/64,600/64,700/64,800/64,900/65,000/65,100/65,200/65,300/65,400/65,500/65,600/65,700/65,800/65,900/66,000/66,100/66,200/66,300/66,400/66,500/66,600/66,700/66,800/66,900/67,000/67,100/67,200/67,300/67,400/67,500/67,600/67,700/67,800/67,900/68,000/68,100/68,200/68,300/68,400/68,500/68,600/68,700/68,800/68,900/69,000/69,100/69,200/69,300/69,400/69,500/69,600/69,700/69,800/69,900/70,000/70,100/70,200/70,300/70,400/70,500/70,600/70,700/70,800/70,900/71,000/71,100/71,200/71,300/71,400/71,500/71,600/71,700/71,800/71,900/72,000/72,100/72,200/72,300/72,400/72,500/72,600/72,700/72,800/72,900/73,000/73,100/73,200/73,300/73,400/73,500/73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**Rezoning Impact Statement
Fulton County School System**

PETITION: 201201766

JURISDICTION:

USE # UNITS	
SF	0
TR / Condo	0
MF	700

HOME SCHOOL	ESTIMATED # STUDENT GENERATED	CAPACITY ¹	PROJECTED ENROLLMENT ²	PROJECTED UNDER/OVER CAPACITY ³	# PORTABLE CLASSROOMS	CAN FACILITY MEET DEMAND?*
High Point ES	218 to 459	850	857 to 909	7 to 59	3	NO
Ridgeview MS	42 to 85	1200	1,070 to 1,136	-130 to -64	0	NO
Riverwood HS	70 to 125	1325	1,652 to 1,754	327 to 429	3	NO
TOTAL	330 to 669					

HS REGION: Riverwood HS	AVERAGE	AVERAGE + 1 STD. DEV.	elementary school students per unit
One single family unit generates:	0.074927	0.172316	elementary school students per unit
	0.016288	0.049691	middle school students per unit
	0.057476	0.139399	high school students per unit
One multifamily or apartment unit generates:	0.311914	0.655484	elementary school students per unit
	0.059433	0.121822	middle school students per unit
	0.100613	0.178167	high school students per unit
One residential town home unit generates:	0.037075	0.082516	elementary school students per unit
	0.009549	0.025481	middle school students per unit
	0.05447	0.11755	high school students per unit

AVERAGE OPERATIONAL COST PER STUDENT:	PORTION STATE AND OTHER REVENUE SOURCES: \$/std
TOTAL COST:\$na	PORTION LOCAL REVENUE SOURCES: \$/std

¹ Updated Georgia Department of Education state capacity.
² Projected enrollment is for fall of the 2013-14 school year based on forecasted enrollment.
³ Positive values indicate numbers of students a facility is over state capacity / negative values indicate number of students a facility is under state capacity.
* State capacity indicates space. However due to the number of special programs at the school, portable classrooms may be needed to accommodate the instructional needs of the school.
** Impact based on 2013-14 school boundaries

COMMENTS ON PUBLIC SERVICES AND UTILITIES

NOTE: Various Fulton County departments or divisions that may or may not be affected by the proposed development provide the following information. Comments herein are based on the applicant's conceptual site plan and are intended as general non-binding information and in no manner suggest a final finding by the commenter. All projects, if approved, are required to complete the City of Sandy Springs and the Fulton County Plan Review process prior to the commencement of any construction activity.

WATER AND WASTEWATER (SEWER):

WATER:

Anticipated water demand: 100 gallons per day (gpm) per 1,000 square feet x 111,997 square feet (retail space) = 11,200 gallons per day

Anticipated water demand: 100 gallons per day (gpm) per 1,000 square feet x 4,000 square feet (office space) = 400 gallons per day

Anticipated water demand: 270 gallons per day (gpm) x 700 residential units = 189,000 gallons per day

Total Anticipated water demand: 11,200 gallons per day plus 400 gallons per day plus X 189,000 gallons per day = 200,600 gallons per day

This project is within the City of Atlanta water jurisdiction.

SEWER:

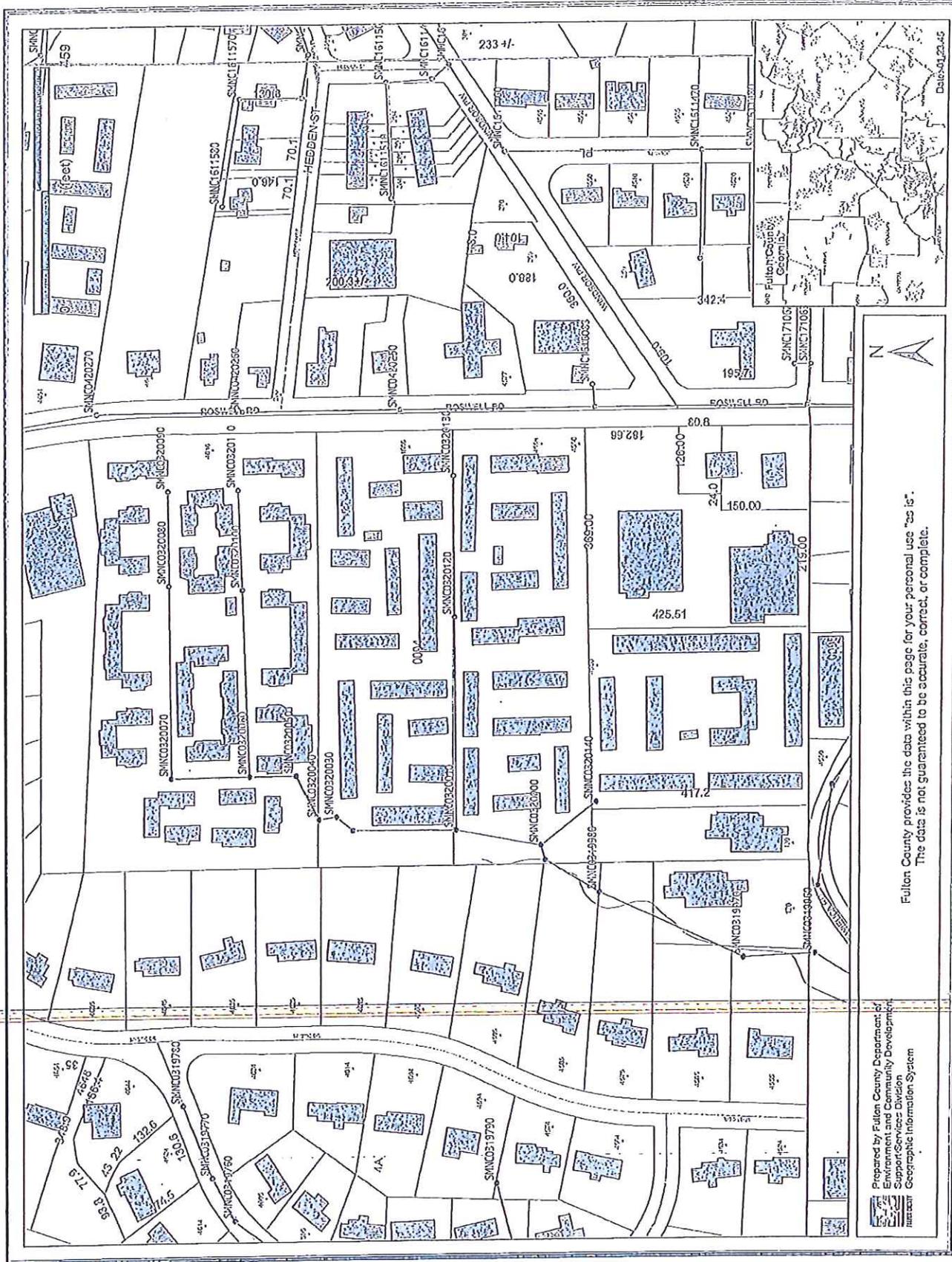
Basin: Nancy Creek

Treatment Plant: R.M. Clayton Treatment facility (City of Atlanta)

Anticipated sewer demand: 180,540 gallons per day

There are fifteen wastewater manholes within the project boundary of the existing apartment complex 4550, 4558, 4586 and 4616 Roswell Road (sewer manhole # SMNC0320090 to sewer manhole # SMNC0320140) located in Land Lot 94, District 17.

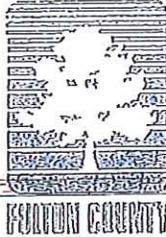
Comments: This information does not guarantee that adequate sewer capacity is available at this time or will be available upon application of permits. Please contact the Department of Public Works for more information.



Fulton County provides the data within this page for your personal use "as is".
 The data is not guaranteed to be accurate, correct, or complete.

Prepared by Fulton County Department of
 Environment and Community Development
 Support Services Division
 using Geographic Information System

Dept. of Water Resources (Public Works)
141 Pryor Street, S.W., Suite 6001
Atlanta, GA 30303
Telephone: (404) 730-7400
Fax: (404) 224-0978



Kun Suwanarpa, P.E.
Interim Director

August 6, 2012

Ms. Tara Payne
Foresite Group, Inc.
2128 Moores Mill Road, Suite C
Auburn, Alabama 36830

Subject: 8.090 Acre Tract: 17 -0094-0001-069-5 (4616 Roswell Road, Sandy Springs, 30342)

File: 317.012012

Dear Ms. Tara Payne:

The above subject property is located in the Nancy Creek Sewer Service Area. Sewage treatment capacity is currently available. There are seven sewer manholes located within the property boundaries of 4616 Roswell Road (Sewer manholes # SMNC0320040 to # SMNC0320090) located in land lot 94, district 17.

The City of Atlanta operates the potable water system for this area. Please contact that jurisdiction for verification of water service.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lamar Lambert".

Lamar Lambert
Engineering Administrator
Water Services Division



M E M O R A N D U M

To: Bennett White, Chief Engineer
 David Adams, Fire Protection Engineer
 Michael Barnett, Chief Environmental Compliance Officer
 Johnny Lawler, Manager of Building and Development
 Sandra DeWitt, City Arborist
 Robert Wheeler, Building Officer
 Kevin Walter, Director of Public Works
 Kristen Wescott, Transportation Planner
 Al Ferroll, Code Enforcement Manager

From: Patrice S. Dickerson, Manager of Planning and Zoning

cc: Linda Abaray, Senior Planner

Date: September 27, 2012

Re: *Focus Meeting - Preliminary Zoning Agenda*

Please be advised, the material details the zoning petitions received on or before the September 4, 2012 submittal deadline. We are writing to solicit your comments with regard to these applications. If you have not received full sized plans please contact our division.

We will be holding a Focus Meeting on Wednesday, October 3, 2012 at 11:00 a.m. in the Department of Community Development to collect your comments. Please submit your comments to Linda Abaray by e-mail no later than October 12th. Thank you for your attention to this matter.

Zoning Agenda		Council District	Meeting Dates**	Staff Recommendation	Planning Commission Recommendation
Rezoning					
1.	201201766 4550, 4558, 4586, & 4616 Roswell Road <i>Applicant: JLB Partners, L.P.</i> *To rezone the subject property from A-1 (Apartment District) conditional to MIX (Mixed Use District) to allow the development of mixed-use residential, office, and commercial project, with a use permit to exceed the maximum district height and with concurrent variances.	6	DRB - 9/25/12 CZIM - 9/27/12 CDRM - 10/25/12 PC - 11/15/12 MCC - 12/18/12	TBD	TBD
Zoning Modifications					
2.	201202129 5730 Glenridge Drive <i>Applicant: 5730 Glenridge Partners, LLC</i> *To modify conditions #4 to allow access the twenty-five (25) natural undisturbed buffer and deleting condition #6 of zoning case Z79-0074.	5	DRB - N/A CZIM - 9/27/12 MCC - 11/20/12	TBD	TBD

** Meeting Codes; CZIM - Community Zoning Information Meeting; DRB - Design Review Board; CDRM - Community/Developer Resolution Meeting; PC - Planning Commission; MCC - Mayor and City Council



Rezoning Petition No. 201201766

HEARING & MEETING DATES

Community Zoning Information Meeting	Community Developer Resolution Meeting	Planning Commission Hearing	Mayor and City Council Hearing
September 27, 2012	October 25, 2012	November 15, 2012	December 18, 2012

APPLICANT/PETITIONER INFORMATION

Property Owners Roswell Windsor LTD	Petitioner JLB Partners L.P.	Representative Nathan V. Hendricks
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PROPERTY INFORMATION

Address, Land Lot, and District	4550, 4558, 4586, and 4616 Roswell Road Land Lot 94, District 17
Council District	6
Frontage and Area	Approximately 971.32 feet of frontage along the west side of Roswell Road and approximately 144 feet of frontage along the north side of West Wieuca Road. The subject property has a total area of 22± acres.
Existing Zoning and Use	A-1 (Apartment Dwelling District)
Overlay District	Suburban District
Comprehensive Future Land Use Map Designation	LWN (Living-Working Neighborhood)
Proposed Zoning	MIX (Mixed Use District)

INTENT

To rezone the subject property from A-1 (Apartment Dwelling District) to MIX (Mixed Use District) to construct a Mixed Use development.

Additionally, the applicant is requesting one use permit and two (2) concurrent variances from the Zoning Ordinance and Stream Buffer Protection Ordinances as follows:

Use Permit

1. Use Permit from section 19.4.5 to exceed the Mixed Use District height from sixty (60) feet to eight-four (84) feet.

Variances

1. Variance from Section 109-225.a 1 and 2 of the Stream Buffer Protection Ordinance to reduce the 75 foot buffer and setback requirements (50 foot undisturbed natural buffer and 25 foot impervious surface setback) to forty-four (44) to allow for the construction of a driveway.
2. Variance from Section 33.26.FI.1 to allow an additional monument sign along the Roswell Road frontage.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

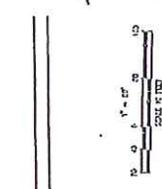
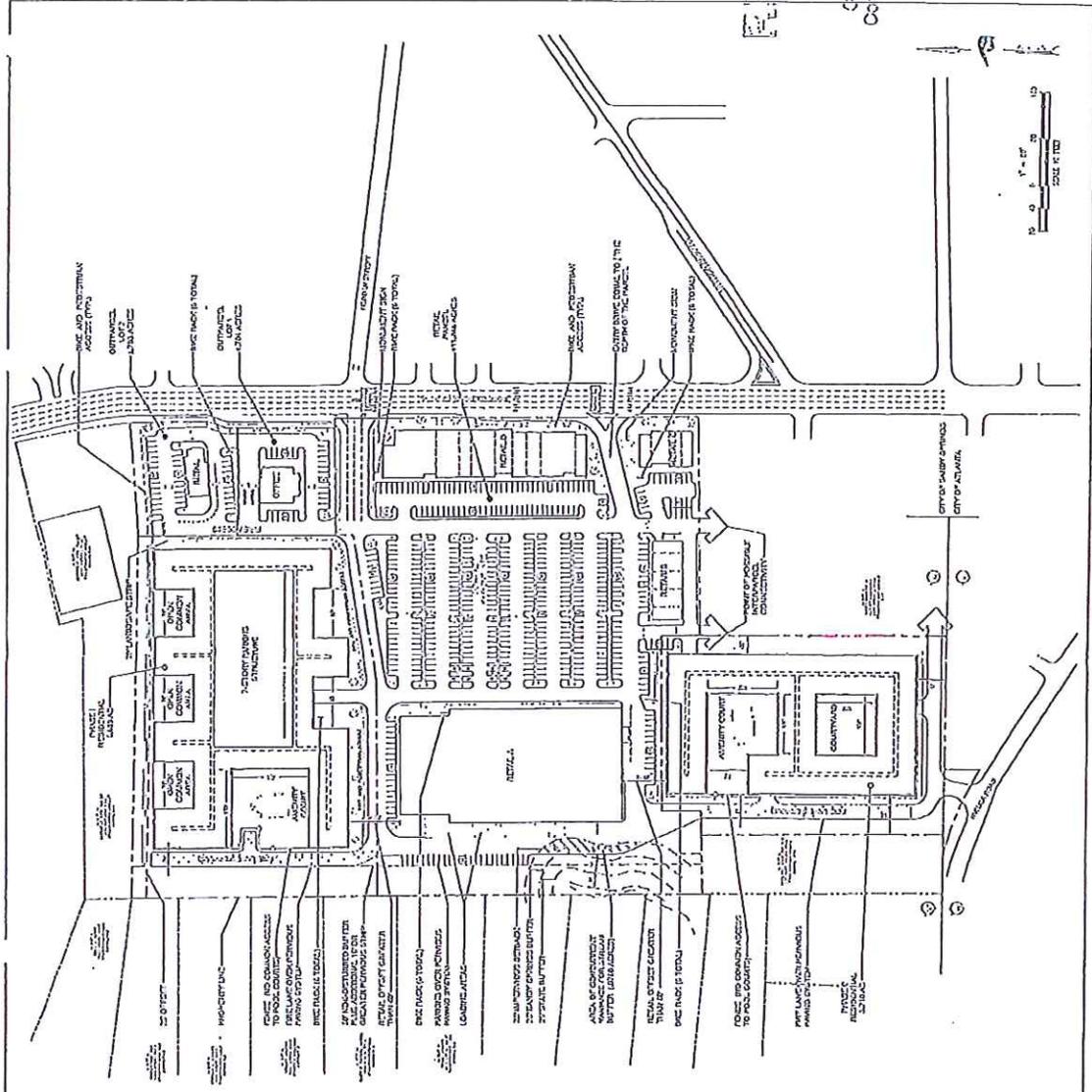
RZ201201766 - TBD
 U201201766 - TBD
 CV201201766 #1- TBD
 CV201201766 #2- TBD

WAKEFIELD BEASLEY & ASSOCIATES
 ARCHITECTS INTERIORS
 122 Academy Parkway
 Andover, MA 01810
 Telephone: 978.686.1100
 Fax: 978.686.1101
 Website: www.wbassoc.com

PROJECT NO. 2012-016
 DATE: 08/14/12
 DRAWING NO. 008
 SHEET NO. 1 OF 1

2012-016-0

PSP.008
 PRELIMINARY SITE PLAN



SITE STATISTICS	
TOTAL PARCEL SIZE	11.1 ACRES
NET PARCEL SIZE	11.1 ACRES
RETAIL PARCEL SIZE (PHASE 1)	11.1 ACRES
OFFICE PARCEL SIZE (PHASE 2)	0.0 ACRES

SITE UTILITIES	
WATER	11.1 ACRES
SEWER	11.1 ACRES
STORM SEWER	11.1 ACRES
TELEPHONE	11.1 ACRES
CABLE TV	11.1 ACRES
POWER	11.1 ACRES

SURFACE STATISTICS	
EXISTING PAVED	0.0 ACRES
EXISTING ASPHALT	0.0 ACRES
EXISTING CONCRETE	0.0 ACRES
EXISTING GRAVEL	0.0 ACRES
EXISTING GRASS	11.1 ACRES
EXISTING TREES	0.0 ACRES

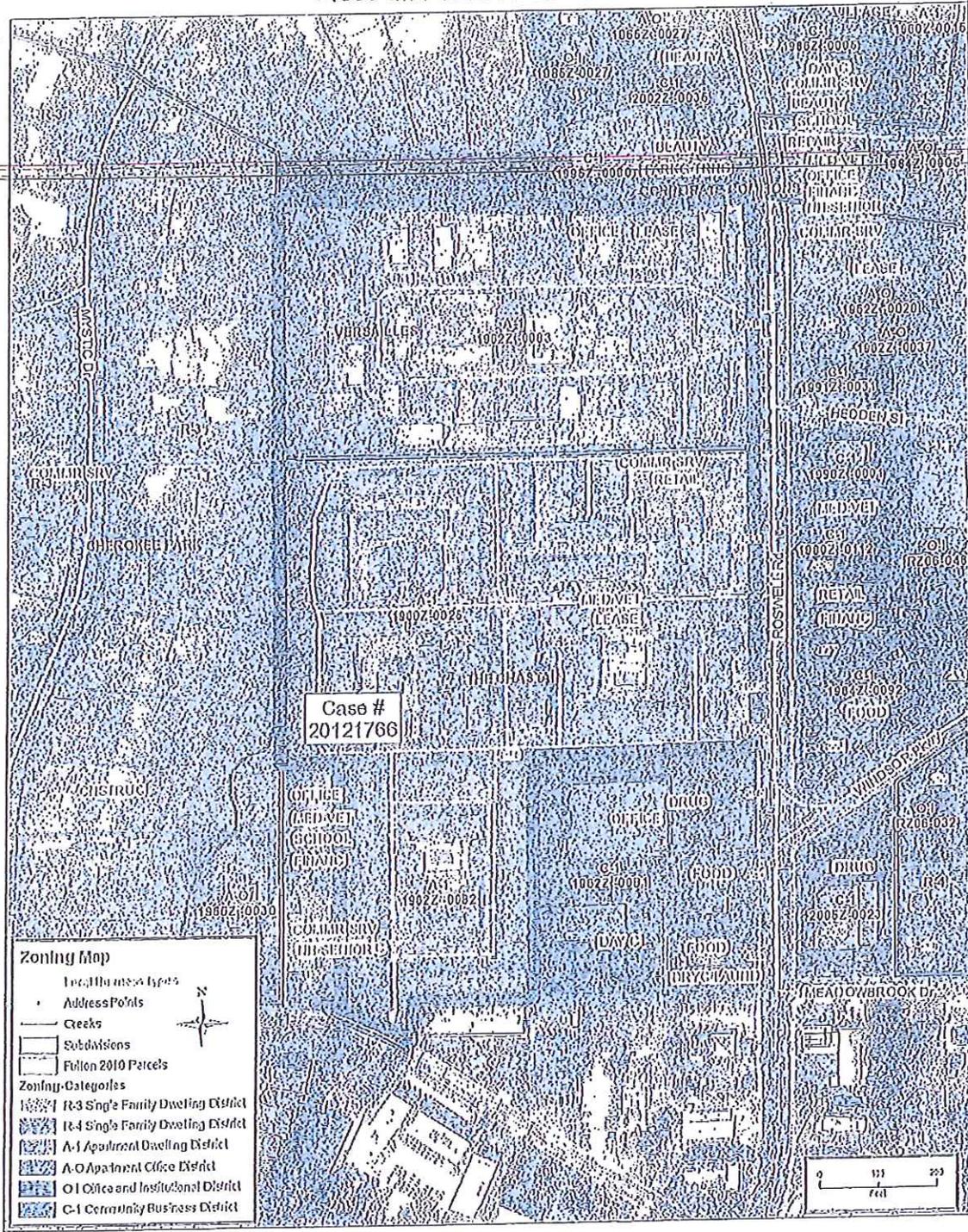
IMPROVED SURFACE CHART	
TOTAL AREA OF EXISTING DRIVEWAYS	0.0 ACRES
TOTAL AREA OF EXISTING SIDEWALKS	0.0 ACRES
TOTAL AREA OF EXISTING PARKING	0.0 ACRES
TOTAL AREA OF EXISTING PLAZAS	0.0 ACRES
TOTAL AREA OF EXISTING DECKING	0.0 ACRES
TOTAL AREA OF EXISTING TERRACES	0.0 ACRES
TOTAL AREA OF EXISTING STAIRS	0.0 ACRES
TOTAL AREA OF EXISTING RAMP	0.0 ACRES

SCHEDULE OF CONSTRUCTION VARIANCES	
1. RETAIL BUILDING HEIGHT VARIANCE	0.0 ACRES
2. OFFICE BUILDING HEIGHT VARIANCE	0.0 ACRES
3. SIGNAGE VARIANCE	0.0 ACRES

USE PERMITS REQUIRED	
1. RETAIL BUILDING PERMIT	0.0 ACRES
2. OFFICE BUILDING PERMIT	0.0 ACRES
3. SIGNAGE PERMIT	0.0 ACRES

Zoning Map

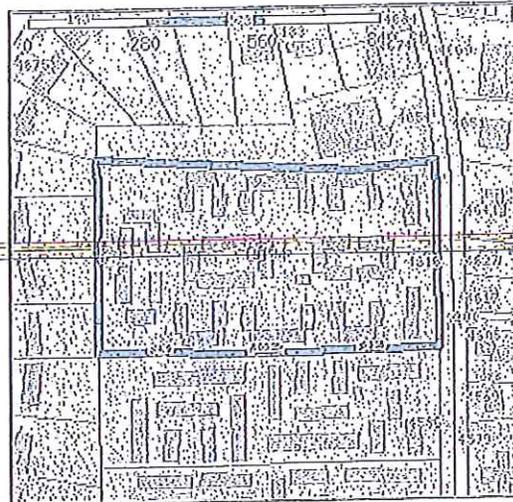
4586 and 4616 Roswell Road



Report for Tax Digest 2010

Tax Digest **2010**

Tax Digest 2010
 Parcel Id Number 17-0094-0001-069-5
 Property Address 4616 ROSWELL RD
 Owner Name STEWART ALEENE H ET AL
 Mailing Address P O BOX 450233
 ATLANTA GA 31145



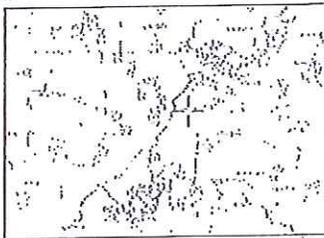
Tax Digest Not Yet Complete
 Try earlier Digests for more info

Tax District 59 (Sandy Springs)
 Market Value \$ 10,000,000
 Assessment \$ 4,000,000

City of Atlanta Exemption Code
 Fulton County Exemption Code

Land Assessment
 Improvement Assessment
 Land Size (acres) 8.090
 Property Class C4
 Landuse Class 2B1

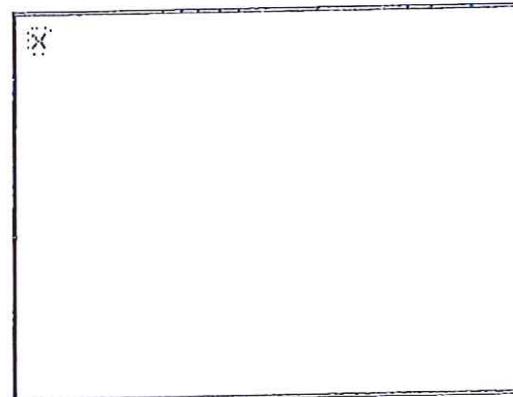
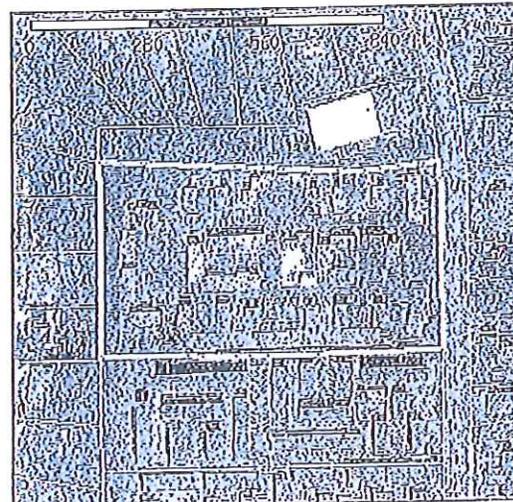
[More Info from www.fultonassessor.org](http://www.fultonassessor.org)



Red markers indicate location
 of property in Fulton County



Information provided by the
 Fulton County Board of Assessors

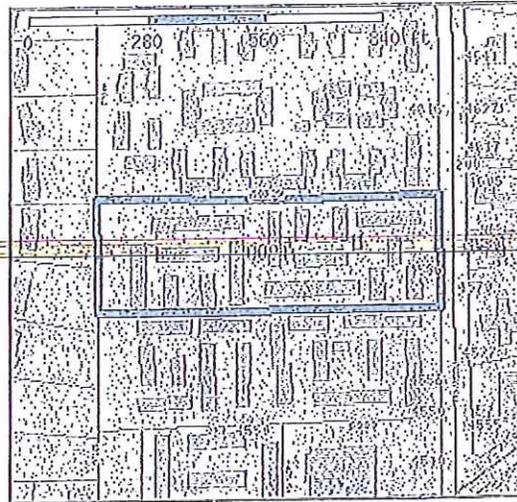


click image to enlarge

Report for Tax Digest 2010

Tax Digest

Tax Digest	2010
Parcel Id Number	17-0094-0001-089-3
Property Address	4586 ROSWELL RD
Owner Name	ROSWELL WINDSOR LTD
Mailing Address	P O BOX 450233
	ATLANTA GA 31145 0233



Tax Digest Not Yet Complete
Try earlier Digests for more info

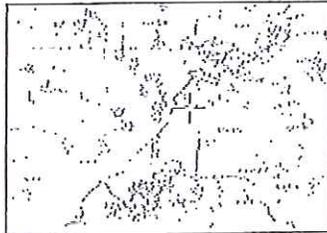
Tax District	59 (Sandy Springs)
Market Value	\$ 5,757,500
Assessment	\$ 2,303,000

City of Atlanta Exemption Code
Fulton County Exemption Code

Land Assessment
Improvement Assessment

Land Size (acres)	4.940
Property Class	C4
Landuse Class	2B1

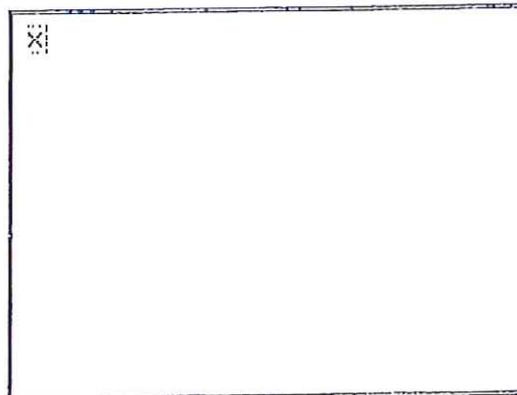
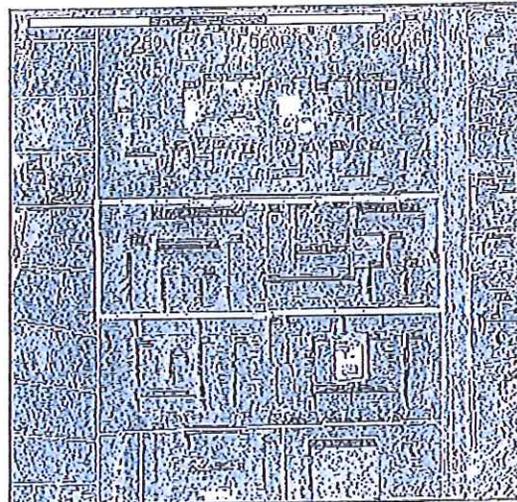
More info from www.fultonassessor.org



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Information provided by the
Fulton County Board of Assessors

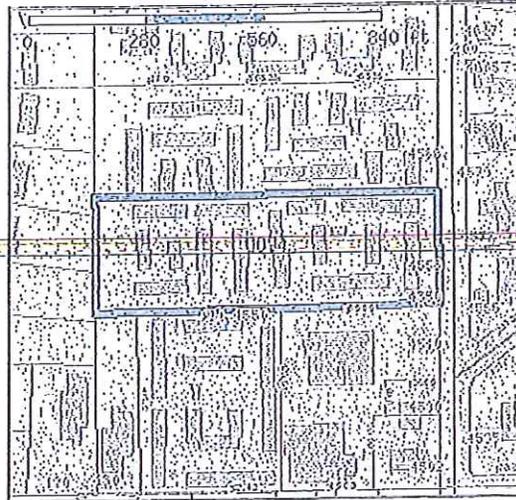


click image to enlarge

Report for Tax Digest 2010

Tax Digest

Tax Digest	2010
Parcel Id Number	17-0094-0001-090-1
Property Address	4558 ROSWELL RD
Owner Name	ROSWELL WINDSOR LTD
Mailing Address	P.O. BOX 450233
	ATLANTA GA 31145



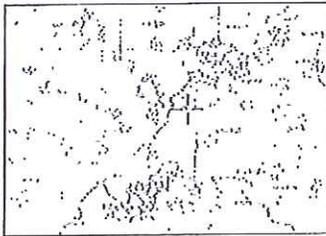
Tax Digest Not Yet Complete
Try earlier Digests for more info

Tax District	59 (Sandy Springs)
Market Value	\$ 5,296,900
Assessment	\$ 2,118,760

City of Atlanta Exemption Code
Fulton County Exemption Code

Land Assessment	
Improvement Assessment	
Land Size (acres)	4.950
Property Class	C4
Landuse Class	2B1

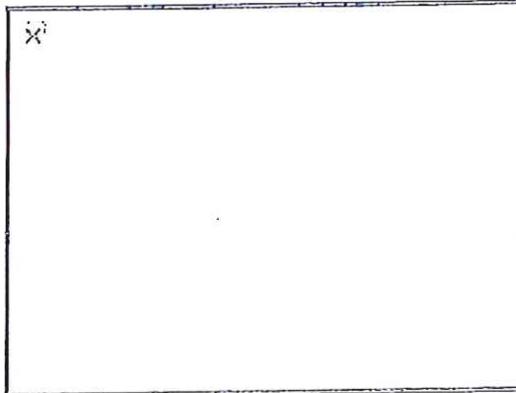
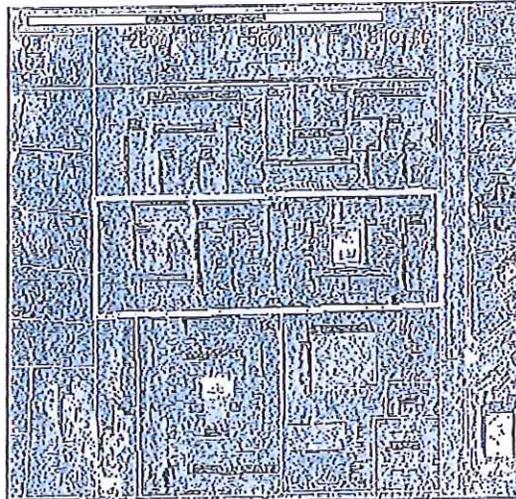
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Report for Tax Digest 2010

Tax Digest 2010

Tax Digest 2010

Tax Digest 2010

Parcel Id Number 17-0094-0001-067-9

Property Address 4550 ROSWELL RD

Owner Name ROSWELL WINDSOR LTD

Mailing Address P O BOX 450233

ATLANTA GA 31145 0233

Tax Digest Not Yet Complete
 Try earlier Digests for more info

Tax District 59 (Sandy Springs)

Market Value \$ 4,145,600

Assessment \$ 1,658,240

City of Atlanta Exemption Code

Fulton County Exemption Code

Land Assessment

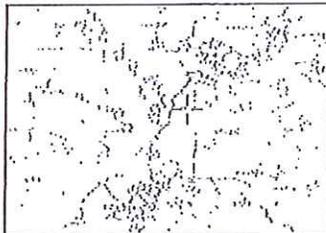
Improvement Assessment

Land Size (acres) 3.070

Property Class C4

Landuse Class 2B1

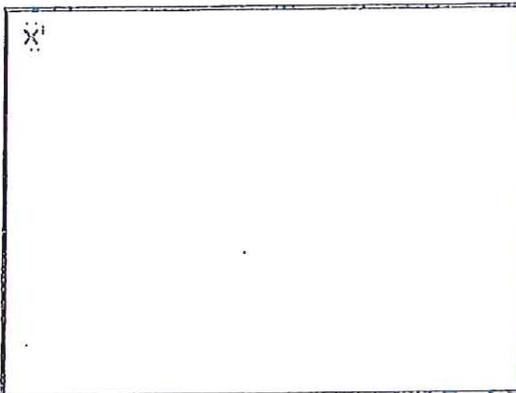
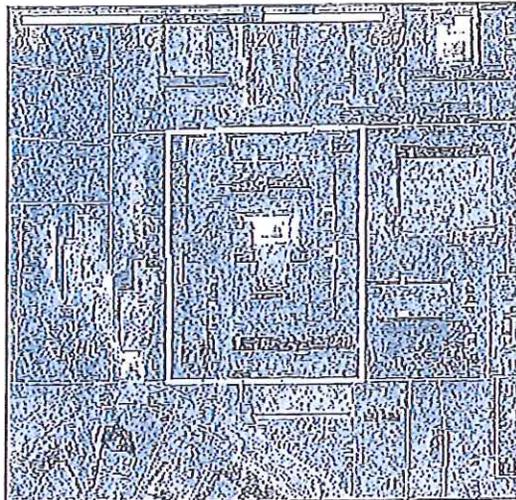
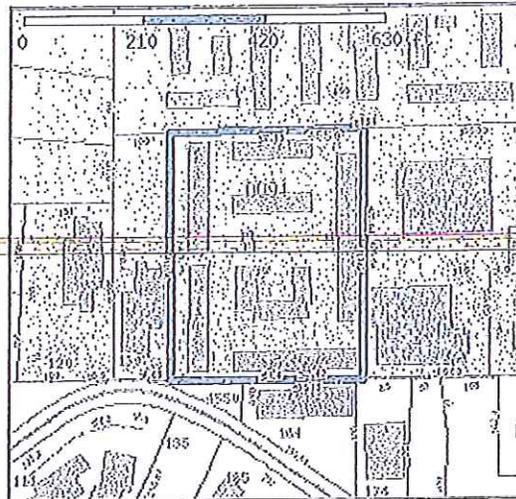
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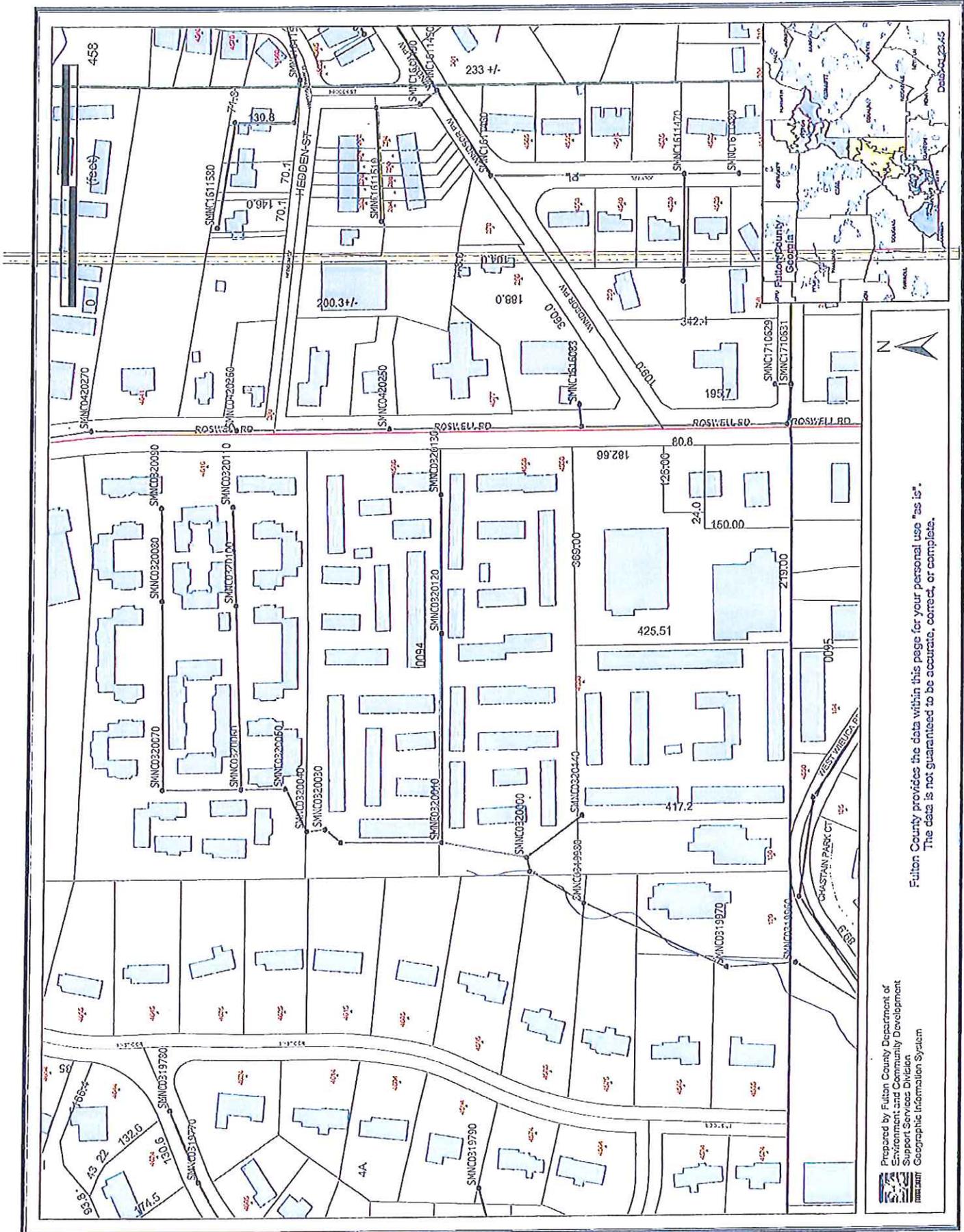
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Prepared by Fulton County Department of
 Environment and Community Development
 Support Services Division
 Geographic Information System



MEMORANDUM

TO: Patrice S. Dickerson, Manager of Planning & Zoning
 City of Sandy Springs, Department of Community Development

FROM: Monica Robinson, B.S., M.B.A., Environmental Planner
 Department of Health Services, Office of the Director

DATE: October 19, 2012

SUBJECT: Zoning Comments for 201201766 & 201202129

RECEIVED
 OCT 31 2012
 City of Sandy Springs
 Community Development

AGENDA ITEM	ZONING COMMENTS
201201766	<p>The Fulton County Department of Health Services recommends that the applicant be required to connect the proposed mixed-use development to public water and public sanitary sewer available to the site.</p> <p>Since this proposed development constitutes a premise where people work, live, or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy.</p> <p>This mixed-use development must comply with the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 -- Health and Sanitation, Article III -- Smokefree Air. If a facility that serves persons under the age 18 is a part of this development, then no smoking will be allowed on the premises of that facility at any time.</p> <p>If this proposed development includes a food service facility in accordance with the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 -- Health and Sanitation, Article V -- Food Service, the owner must submit kitchen plans for review and approval by this department before</p> <p>Since this proposed development includes a public swimming pool as defined in the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 -- Health and Sanitation, Article XII -- Swimming Pools and Natural Bathing Beaches including spas, whirlpools, etc., the owner or contractor must submit plans for review and approval by this department and must obtain a Department of Health Services permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Department of Health Services permit to operate the pool prior to opening.</p> <p>If a tourist accommodation, as defined in the Department of Human Resources rules and regulations for tourist accommodations as adopted by Fulton County as the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 -- Health and Sanitation, Article XIII -- Tourist Accommodations, is proposed, the Fulton County Department of Health Services requires that the owner or contractor must submit plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a tourist accommodation permit prior to opening.</p> <p>This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.</p>
201202129	<p>The Fulton County Department of Health Services does not anticipate any health problems with the modifications to the conditions of the Fulton County Petition Z79-0074 as proposed so long as the design of the pedestrian and vehicular intersections minimizes the risk of injury and improves traffic flow in the immediate area.</p>